



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

Volume XIX, Number 1, January, 2017

Larry Bothe, Editor

Website: www.freemanfield.org

Meeting Day Change Programs and Activities Set

At our regular January meeting we decided to change our **meeting day to the 2nd Thursday** of each month. Our next meeting will be on Thursday, February 9th.

This change was brought about to make it easier for members to attend meetings. The old meeting day of 1st Tuesday came right on the heels of several national holidays, always hit Election Day, and interferes with Sun 'n Fun and AirVenture. 7 of the 11 possible meeting days (not including the Christmas party) had some inconvenience associated with them. The 2nd Thursday avoids all those things, and it is still early enough in the month that it doesn't hit any late-month holidays like Thanksgiving or Christmas. Note that we considered the 2nd Tuesday, but our president couldn't make that day.

In a related move, we also decided to **suspend July meetings**. With both the 4th of July holiday and AirVenture in that month there is just too much going on. Note that for the past two years there has been **no July newsletter**; it has been combined with August and published after the August airport authority meeting. We intend to continue that publication schedule in the future.

After setting the meeting day we turned to activities and programs for 2017. Karen

made some suggestions and the group settled on the following list. Note that in the months where we are having an activity at a location away from the FFFA Bldg or the museum there will be no separate business meeting that month. Your officers realize that members have a lot to do these days. One day a month for the FFFA is enough for most people.

February 9th: Show the movie *Sully*. The meeting will be held in the museum to take advantage of cushy chairs and the media system.

March 9th: --Open--

April: Do an activity with the glider club. Could be a pitch-in. Might not be on the 13th, which would be our regular meeting day. May be on a weekend day when more glider folks are here at Seymour. Larry Bothe to arrange.

May: Field trip to Indy Tower. Karen to arrange. Probably won't be an evening; we would be out too late.

June 8th: Safety meeting. Larry Bothe will do a new presentation, *Fly the Easy Way; 21 tips to make your flying easier, safer and a lot more enjoyable*. This meeting will be open to the public, coordinated with the FSDO and count toward the Wings Program.

We will ask Don Furlow if we can have the meeting in the larger terminal building meeting room.

July: No meeting. See you at AirVenture.

August 10th: Tales of Oshkosh. Members who went to AirVenture will talk about their 2017 experience. Every year is different! Probably meet in the museum so we can show pictures on the big screen.

September: Field Trip to the Air Force Museum in Dayton, OH, date to be determined. The new 4th big hangar opened this past summer. There are a lot of new displays. We will probably rent a van so we can ride in style. (Your editor loves it when Karen drives!)

October 12th: Guest speaker. Karen to arrange. She has a local author in mind.

November 9th: Veterans Day program. Karen to arrange a military veteran aviator to speak to our group. May again be held in the museum if the presentation includes slides to show.

December 14th: Christmas party and annual meeting at D's Diner. D's did a great job for us in 2016. We liked having the place to ourselves. Providing our own adult beverages worked well.

Airport News

Birds, propane (noise) cannon: There have been a lot of birds, mostly sandhill cranes, around our airport lately. When concentrated and flying around in multiple groups they pose a real hazard to aircraft. In an effort to make life at our airport unpleasant for the birds (but not harm them) the airport has purchased a propane-fueled noise cannon. It can be programmed to fire "shots" at various times and sequences. It is hoped the birds will dislike it enough that they will go elsewhere. The cannon will be here and installed late this week or early next.

Airport authority member Scott Davis reported that in with all these sandhill cranes there is one whooping crane. He is easy to spot, being white with brown spots. Since whooping cranes are endangered DNR keeps track of each one of them. This one is named Smokey. Be nice to Smokey.

Capital Improvement Plan: The authority approved our 5-year Capital Improvement Plan (CIP) for submission to the FAA. It is basically the same plan each year, with completed projects removed and new ones added on the far end. What is significant about this one is that when we get to the reconstruction on runway 14/32 (in 3 or 4 years), that work now includes the reconstruction of the center taxiway connector. The center connector is the taxiway that runs from the midpoint of the runway to the main ramp. It has been closed for about 10 years, and your editor has been lobbying for it to be reconstructed and reopened. We need it so that landing aircraft can get off the runway on a timely basis.

New airport manager's car: The 2007 Arcadia Don has been driving for many years had some problems. It has been traded for a new Chevy Equinox SUV. The new one is "blue velvet" (dark blue) color, so now we can at least tell it apart from Lance Bartels' maroon SUV.

Last year's financial results: Don reported that airport operation came in \$102k under the budgeted \$879k. He attributed this good showing to lack of any significant equipment breakdowns and a \$47k increase in farm ground income (including crop bonus).

3rd Class Medical Reform – It's Here!!

By the time this newsletter reaches your inbox you will surely know that the FAA released the details of the new rules on January 10th. Give the FAA credit; they were

on time with this one. The actual effective date is May 1st, well ahead of the July 15th deadline. There is no comment period because the FAA simply adopted the law the congress passed, without modification. The time between now and May 1st is for the forms to get created, online course be made available, and for pilots wishing to use the rule starting May 1st to take the course and accomplish their physical exam with their doctor before the effective date.

Initial reception has been generally good. Some feared the FAA would create an onerous implementation, but such is not the case. The rules are as the congress intended when they passed the law last summer. Some others have expressed concerns about the 4-page form that will have to be filled out by the pilot's doctor during the required examination every 4 years. Those "4 pages" are actually 2 pages to be filled out by the pilot (demographic info and medical history), and 2 pages by the doctor. Only one page is comprised of 22 medical things the doctor has to check on; the other page is info about the doctor and his statement that the pilot has no present conditions that should keep him from operating an aircraft. This is basic stuff that nobody should have a problem with. You can look at it yourself in the draft FAA Advisory Circular AC 68-1 (just Google it).

AOPA has an excellent comprehensive article on the new medical rules (called BasicMed) which can be read at:

https://www.aopa.org/News-and-Media/All-News/2017/January/12/AOPA-details-BasicMed-rule?utm_source=ePilot&utm_medium=Content&utm_content=tts&utm_campaign=170112epilot

As an overview, here are the basic provisions, as presented in the above referenced article:

Medical reform highlights

Aircraft specifications: Up to six seats, up to 6,000 pounds (no limitations on horsepower, number of engines, or gear type)

Flight rules: Day or night, VFR or IFR

Passengers: Up to five passengers

Aeromedical factors: Pilots must take a free online course every two years and visit their personal physician every four years

Altitude restriction: Up to 18,000 feet msl

Airspeed limitation: 250 knots indicated airspeed

Pilot limitation: Cannot operate for compensation or hire

Museum Archives



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.

The big museum news this month is that work on the electrical upgrades has begun. New LED light panels are installed in the main building. Eleven glass display cases have had their lights repaired and power run to them. The items in the cases are much easier to see with proper illumination. We have emergency lights and an outside light. The main building is finished. Come see it! Annex work gets done late next month.

Work continues on the donated boat we are working on for resale. We must be cautious not to get too much money in it.

We finally got around to testing the battery-powered walk-behind electric floor scrubber we acquired earlier in the year. It is easy to operate and does a good job. Thanks to WW Grainger for the grant to fund the purchase of the floor scrubber. It sure beats the heck out of mopping 3500 sq. ft. by hand.

Member Accomplishments

The FFFA welcomes new members **Monte & Mindy Gullion** of Scottsburg, IN. Monte works for AT&T and Mindy is a nurse. They are both learning to fly at Cherry Hill Aviation and have recently purchased a very

nice 1966 Piper Cherokee 180. Monte has soloed, and Mindy will join him if the winter weather ever cooperates.

We also welcome new members **Lee Jarrard** and **Maggie & Frank Hettinger**. Lee and Maggie are on the board of the Louisville Soaring Club. Both Lee and the Hettingers own their own gliders. We hope that other LSC members will join the FFFA as they become aware of our existence and programs.

LSC News

(Ed. note: I have invited Maggie Hettinger, LSC board member, to write a monthly column about the glider club. Below is her first submission, complete with a picture. She promises additional future articles.)

Hello, Freeman Field! We are happy to meet you, and grateful for the help of the KSER Air Board, administrators, Cherry Hill Aviation and others who are so welcoming to us all.

The **Louisville Soaring Club** has been in operation since its start in Seymour, Indiana in 1971. According to record, the club was founded by six soaring enthusiasts, including Bob Miles, who got the club off the ground by providing the training glider, the tow plane, tow pilot, and instructor. The club then moved to Miles field (near Waddy, KY) in 1983 and a few years later to Bardstown, KY's Samuels Field. Our current president, Bob Walker, has taken over from past president, Randy Elkins, in moving us to our new home in Seymour. We're in what used to be the Accu-Air hangar on the west side. The Accu-Air sign is still there.

The LSC's 40 members hail from Kentucky (Louisville, Shepherdsville, Shelbyville, Lexington, Springfield, Frankfort, Vine Grove, Elizabethtown, Taylorsville, Bardstown, LaGrange, Prospect, Georgetown, Crestwood, Lebanon Junction), Indiana (Seymour, New Albany, Jeffersonville) and Tennessee (Adams, Dickson).

The club brings its fleet of five aircraft:
Schweizer SGS 2-33 2-place trainer
Schweizer SGS 1-26 single place glider
PW-5 SMYK single place glider
Schleicher Ka6-CR single place glider
Bellanca 8GCBC Scout tow plane



About a dozen more individually-owned aircraft are coming as well. Some are here already.

The Louisville Soaring Club website is soarky.org, maintained by chief tow pilot John Uhl (affectionately known as "The Big Toe"). Time-sensitive scheduling conversations are found on Facebook. Interested people are invited to request to "join" on the "Louisville Soaring Flight" group page.

In future articles I'll introduce club members, talk about our new home, upcoming plans, and maybe even get to the eternal topics of interest—how to get into gliding and the difference between "gliding" and "soaring."

Blue skies,
Maggie Hettinger

Interesting Aviation Links

Oshkosh Photos: Here is a really nice collection of pictures, with captions, from Oshkosh last summer. There are quite a few of them. Get a cup of coffee or a cold beer and enjoy. This link was forwarded to me by *Flash* reader Jan Harris.

<http://talk.newagtalk.com/forums/thread-view.asp?tid=656700&mid=5523936#M552>

T-Hangars at SER

There are no T-hangars available at this time and 5 people on a waiting list. T-

hangars rent for \$85/mo. Call Diane at 812-522-2031 for up-to-date information.

Don't forget to pay your dues.

There are still 24 of you out there (out of 88 members) who have not yet paid for 2017. Don't make me send Guido to your house!

Treasurer's Report

For the period: December, 2016

Opening bal, all funds		9,674.67
Opening bal, chkg acct		2,637.36
Income		
Dues	210.00	
Dinner money; \$15/person	360.00	
Larry bought leftover B&W	14.00	
Other		
	Total Income	584.00
Expenses		
Electric bill	37.97	
Sewer bill	9.14	
Water bill	15.28	
Christmas Basket donation	100.00	
Christmas dinner, D's Diner	374.75	
Larry Bothe; beer & wine	62.15	
Other - Rent, FFFA Bldg.	1.00	
	Total Expenses	600.29
Transfer from MMF		
Transfer to MMF		
Closing bal, chkg acct		2,621.07
Mny Mrkt Fnd, opng bal		7,037.31
Checks written		
X-fer in from chckng		
Interest earned		
Closing bal, MMF		7,037.31
Net change, all accounts		-16.29
Grand total, all funds		9,658.38

New Newsletter Masthead

You know, I had been sick of the little stick-figure airplanes in the upper corners of the first page for a long time. I just decided to spruce up the look of the newsletter a bit. Same thing for the small B-24 bomber graphic by the *Museum Archives* column. I hope you like these small changes to our newsletter. If you have any additional suggestions, please let me know. ---Larry

It was difficult to get the spacing right for this issue of the newsletter. At 7 pages it is

one of the longer ones we have published. It is really nice to have contributors Adam Springmeyer and Maggie Hettinger to help me out. Additional contributions would be more than welcome.

**Ask an Instructor –
FAA Flight Plan Forms, Part II**

By Adam Springmeyer

Hello FFFA members. I hope everyone had successful holidays, and we are rolling into 2017 and making it our year. I want to thank Larry for stepping in a filling my shoes as my December was very hectic for my family and me.

Here's a recap of where we left off in November. The FAA is switching to the ICAO flight plan form at the end of the month. This is going to change a few things on the way we process our flight plans. Each airplane will have a set codes based on the type of equipment on board the aircraft. In addition to the equipment codes there will be another suffix, depending on the transponder.

It was brought to my attention that there are 2 airplanes which are local to the organization, and the question was raised, how should I file these aircraft? Our two local aircraft are the:

- 1961 Aeronca Champ with a Mode C Transponder, a VFR GPS, and 1 Com radio
- A rental Cessna C-172 with a Mode C Transponder, and a Garmin 750 Touch Unit (The Garmin 750 Touch unit has a great deal of features, including a lot of the equipment that you will see in the list below.)

These flight plans are going to be new to most of us. The AIM has an entire section on the ICAO Flight plans (5-1-17 through 5-1-27.) Here is some information that can help us all to determine how to file any aircraft. Below is a basic equipment list:

- /N – If your aircraft has no Nav/Com, or if the equipment is not serviceable
- /S – If your aircraft has a standard avionics package in the United States. The Standard for the United States is a Com/Nav/Approach aid equipment for the type of route flown. You must have all this equipment to use this code.
- /D – DME
- /F – ADF
- /G – GNSS there is an entire breakdown on this type of equipment. If the GPS is VFR only it does not require additional Required Navigational Performance Requirements (RNP) that need to be specified. If the GPS is IFR approved, you can consult Item 18 codes in the chapter to determine what to file.
- /L – ILS
- /T – TACAN System
- /U – UHF Receiver
- /V – VHF Receiver
- /W – RVSM Approved
- /Y – VHF with 8.33 kHz spacing
- /Z – Other equipment

Here is how the flight plan will look just based on the type of equipment for each aircraft:

- Aeronca Champ – CH7A / Y
- Cessna 172 – C172 / S

Because each aircraft has a Mode C Transponder there is another suffix we will have to add to the listing. Here is a basic listing of the most common transponders:

- /A – Mode A Transponder
- /C – Mode C Transponder
- /E, H, I, L, P, S, and X – are different ADS-B transponders depending on several different features

With the transponder added to the mix, here is the final listing for our flight plans:

- Aeronca Champ – CH7A /Y /C
- Cessna 172 – C172 /S /C

I hope this helps everyone. The AIM was one of the biggest helps in this matter. If you have any further questions please let me know. Thanks. Fly Safe.

..... 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 Officers - Contacts

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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.

Local Event Calendar at a Glance

Feb 9 (2nd Thursday!), FFFA meeting, 7:00 PM
Screening the movie *Sully*, at the museum
Mar 9, FFFA meeting, program open, looking for suggestions

Sun 'n Fun 2017 April 4-9, Lakeland, FL
 AirVenture 2017, July 24-30, 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. 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 library 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
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