



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

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Larry Bothe, Editor

Website: www.freemanfield.org

Weather from Satellites

At our January meeting President Karen James gave a "weather briefing." This was not a report of what the weather was expected to be the following day, but rather a summary of the main points from a YouTube weather video about using Sirius-XM and ADS-B weather she had watched. The video was created by Sporty's, and it's free. Karen said the video, about an hour long, was very good. Here's the link.

<https://www.youtube.com/watch?v=aQTIWgN4W4g>

We had a really good discussion about how pilots get weather these days, and some of the new apps that help us along the way.

For our February meeting (Thursday, 2/14, Valentine's Day) we will meet in the museum (now our official meeting place) and have a tour of the recently painted (no more dark paneling and peeling wall paper!) and reorganized main museum building. For those of you who are interested, you will have to opportunity to handle an authentic German P-08 Luger pistol, a type often carried by Luftwaffe pilots, recently acquired by the museum. Karen is working on a list of proposed activities for 2019, which we intend to discuss at the February meeting.

Airport News

Sandhill cranes: At the airport authority meeting on 1/21/19 there was a lively discussion about the sandhill cranes that

have once again invaded our airport and surrounding area. These large and seemingly not-very-bright birds are a true hazard to aviation. Adult birds weigh 9 to 10 pounds, have a wingspan of 5.5 to 7.5 feet, and stand about 4 feet high on the ground. Hitting one with a plane would spoil your entire day. Don Furlow reported that there are some 30,000 of them hanging out down here in southern Indiana. Brian Thompson commented that the cranes used to pass through here during their spring and fall migrations, but now they come and stay. It is hoped that our recent (and upcoming) spells of very cold weather will drive them further south. And nobody seems to know just exactly what is the attraction for them to congregate specifically at our airport.

The airport does what they can to shoo them away. They have a propane cannon that is quite loud and scares the birds away for a while. When they congregate right on or beside the runway the maintenance crew drives out in a pickup truck and runs them off. It would probably be legal to shoot them since they are a real aviation hazard, but nobody is bringing their guns to work, yet. There was talk of applying for a hunting season for sandhill cranes (Kentucky has one), but that would likely take quite a while to get through the state government system.

Keep a sharp eye out for these birds. Don't hesitate to deviate from whatever pattern you are flying in order to give them a wide berth. Better you should fly what appears to be an erratic traffic pattern than hit one of these things.

Capital Improvement Plan: The CIP has been slightly modified to show the displacement of runway 5-23 taking place in 2020, and the rehabilitation of 14-32 in 2021. Neither the FAA or local pilots would want both projects in the same year, which would necessitate the complete closure of the airport.

FFFA Treasurer's Report

For the period: December, 2018

Opening bal, all funds		7,194.25
Opening bal, chkg acct		1,015.87
Income		
Dues	120.00	
Dinner, 16 @ \$15	240.00	
Other	15.00	
Total Income		375.00
Expenses		
Electric bill	60.97	
Sewer bill	12.98	
Water bill		
Christmas dinner, 16	257.60	
Other	1.00	
Total Expenses		332.55
Transfer from MMF		
Transfer to MMF		
Closing bal, chkg acct		1,058.32
Mny Mrkt Fnd, opng bal		6,178.38
Transfer out to checking		
Transfer in from chckng		
Interest earned (3 mo.)		
Closing bal, MMF		6,178.38
Net change, all accounts		42.45
Grand total, all funds		7,236.70

Dues Update

We're down to just 16 members who have not paid their 2019 dues. I sent invoices to all who owed dues at the beginning of January. I'll be sending reminder emails at the end of this month, but you could save me some trouble if you would just send along a check now. Thanks.

Member Accomplishments

Lance Bartels bought a vintage **1950 Bellanca Cruisemaster**. He has always liked the type, and when this one came on the market at the right price he jumped on it. The airplane is in good shape and he has been flying it around. It is really right out of the 50's, with finished wood cockpit appointments and maroon leather interior. It has a 190-hp engine, variable pitch prop, retractable landing gear, 4 seats, and oh-by-the-way, it's a taildragger. Neat airplane! Yes, you need complex airplane and taildragger sign-offs to fly it.



Lance's 1950 Bellanca Cruisemaster

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 many projects going on at the museum.

Painting: The wallpaper has been removed, paneling and trim repaired, and the walls are painted in the six rooms and the hallway in the oldest part of the museum. Now we have the task of putting the it back together again. So far, two rooms are finished and 3 others are in progress. The entry room and the hallway have not been started yet. Putting the exhibits back in the rooms and hanging all the pictures is slow-going because we are rearranging things as we go to enhance the

visitor experience. New explanatory signs are being created as necessary.

Fire truck fuel system: Since we don't need the fire truck right now we suspended work on the fuel system while we painted the museum. We hope to get back to it and complete it in February or March. Installing the fuel tank and running the lines shouldn't be too big a deal.

P-08 Luger pistol: The museum has been fortunate to acquire a German Luger model P-08 pistol, with holster, and the holster for a Walther P-38 pistol, documentation about the capture of the P-38, but not the P-38 itself. You may recall that we acquired a German model C96 "broom handle" Mauser pistol last fall. We are now thinking of creating a separate *Handguns of WW-II* exhibit, which would also include our US Army model 1911 .45 automatic.



German P-08 Luger pistol, with holster.

Fw-190 left switch panel exhibit: For many years the museum has had the switch panel from the left side of a German Focke-Wulf model 190 fighter airplane in our collection. Like many of our enemy aircraft parts, it was buried on the airfield after the foreign aircraft evaluation period ended in late 1946. The switch panel was badly bent up and barely distinguishable as to its original purpose. However, unlike a lot of our buried parts, this panel was not corroded. While all

the switches and controls had been removed from the panel, the labels were legible.

What it needed was straightening out so it looked like what it really is. Museum director Pat Brod's son Rich, and experienced auto body repair guy, came to visit for Thanksgiving. He spent all of one afternoon straightening the switch panel. When he was finished it was in its proper shape and looked like what it is. After that your editor took over (I'm also curator of the museum), built some plywood backing pieces to hold the panel flat, and then fabricated a stand to hold it up in the orientation you see in the photo above (still in my home shop).



Fw-190 left-side cockpit switch panel

Auxiliary Airfields: Another recently-completed display is installed on the north wall of our Diorama Room in the main museum building. Besides the main Freeman Army Airfield located here in Seymour, there were five auxiliary fields associated with Freeman. We have long known about these auxiliary fields, to the extent that we knew their names and (rough) location, but that

was it. However, our friends at AirCorps Aviation in Bemidji, MN recently came into possession of a 1944 US airport directory. Lo and behold; all 5 of the Freeman auxiliary fields were listed in the directory, each with its own page, aerial photo, and many details, including runways, exact location (latitude & longitude), obstructions, etc. Esther Aube at AirCorps was kind enough to scan the pages in jpg format so I could work on them in a photo-editing program. I was able to enhance them considerably, and then print them in 11x17 size for ease of viewing. The six 11x17 framed pages, along with a large map showing the auxiliary field locations, are on display in the Diorama Room.

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.

If you have not already done so, and you received an invoice about a month ago, please pay your 2019 FFFA dues. Dues are \$10 per year. Make a check payable to FFFA and mail to Larry Bothe, 1082 Governors Ln, Seymour, IN 47274-1135. Thank You.

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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 and receive a personal reply directly in your e-mail.

Local Event Calendar at a Glance

Feb 14, FFFA meeting, in the museum, 7:00

April 2-7, Sun 'n Fun 2019, Lakeland, FL

Jun 22, Museum Airplane Ride Day at Seymour

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, 7:00 PM, at the Freeman Army Airfield 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

Aircraft Maintenance & Annual Inspections
Tube & fabric work a specialty
Refurb 1981 Cessna Skyhawk for rent
Lance Bartels 812-322-6762

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

Eagle Avionics

Radio repair and installation, shop at BAK
Authorized dealer for Garmin, Aspen, Avidyne,
Lynx (L3), Dynon, Stratus, and several others.
[Contact Eagle Avionics for your ADS-B solution.](#)
Transponder & IFR certification at your airport
Call Andy Zeigler, 812-344-0468

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