



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

Volume XIX, Number 4, April, 2017

Larry Bothe, Editor

Website: www.freemanfield.org

T-Hangar Doors at Seymour

T-hangar doors need to be properly closed, including ALL the pins installed and the chains hooked up. Some newer tenants probably weren't here when there were bad storms and hangar doors blew in. When the doors blow in they hit the planes inside. There has been major damage in several instances. The airport authority went to the trouble and expense of adding center pins to some doors for a reason; without them the doors are unstable in high wind.

Generally, the policy is that if you take your plane out and leave the airport you must close and fully secure your T-hangar doors. If you have been working on your plane and want to take it on short test hop nobody will likely complain if you leave your doors open for a little while when you aren't there. But if you take your plane away for any length of time you need to close and secure your doors.

Do you have problems with the doors on your T-hangar? Are the pins essentially impossible to put in and take out? Doors get caught on the ground because the blacktop humped up? Rollers seized up? The airport authority will fix your doors, but only if you tell them of the problem. They want to help, but they don't read minds. If you have problems with your doors stop by the office and tell Diane. You need to be specific. Which door is a problem? What's wrong? Doug Eaton and his maintenance crew will fix your doors if you let them know what needs to be done.

The biggest issue with the doors, besides hitting on the ground because the pavement humped up, is the @#\$%* pins. They are difficult to insert and get down into the pavement. And then after you force them in, you can't get them back out again the next time you want to open your hangar. I have hangar B-8 so I have first-hand experience. What worked for me to get past the sticking pin issue was to grease the pins. Bring your grease gun to the airport and liberally apply grease to the pins. But then once the pins are greased, if you pull them out and throw them on the floor then all sorts of dirt sticks in the grease. The solution is to go to the hardware store and buy some S-hooks. Drill a hole above each pin location at a height such that you can pull the pin clear of the pavement but it is still in the bottom wood brace of the door. When you open the door you hook the pin over the S-hook. Now your pins always stay with the door and don't get gritty dirt all over them. If you want to see it, have a look in my hangar bay.

At the airport authority meeting they discussed what penalties might be instituted for tenants who don't/won't secure their T-hangar doors. But you know what? – It would be a whole lot better if T-hangar tenants would comply with the rules so there wouldn't be any damage, and penalties wouldn't be necessary.

Please close, pin & chain your T-hangar doors. If your doors need repair, tell Diane. Thank you.

Fuel Pumps – Timeout

You will recall that about a month ago our fuel system at Freeman Field suffered a direct lightning hit during a bad storm. We couldn't pump any fuel for about 2 weeks because the control system was fried. An entirely new pump controller was installed and we were back in business. Considering the level of damage, it actually got fixed pretty fast. But the new controller had the same default time-out as the original system; 3 minutes. That works for low-wing airplanes, but us poor high-wing airplane owners can't climb down off the ladder, drag the hose, move the ladder, pick up the hose, climb up the ladder, and resume fueling within the 3-minute time-out. The authority has been trying to get the time-out extended to 5 minutes, but it isn't easy. In fact, it's harder with the new system than it was with the old one. Diane has been on the phone with the controller manufacturer twice trying to get this done. So, if you are frustrated, as I am, with the pump timing out before you can switch wings, and you have to start the whole credit card process over again, please have a little more patience. Know that they are working on it, and the time out will be extended.

FFFA April Program

For April we will have a joint activity with the LSC; a pitch-in on April 29th, mid-afternoon, after the LSC is finished flying for the day. The idea is to expose FFFA members to the fun of gliding/soaring. The soaring season (in our latitude) starts in April and runs through Thanksgiving. Since the LSC just moved here, and they are working to establish safe and efficient glider operations at Seymour, they were not ready to host a lot of guests early in April.

On April 29th the FFFA will provide the main course (fried chicken) and bottled water. Please bring a dish to share, and whatever you would like to drink beyond water. Plan on coming to the LSC hangar on the west side (old Accu-Air hangar) around 3:00 PM.

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.

The museum now has a new look because most of our lights, main building and the annex, have been converted to LED. The lights are brighter and they no longer make that obnoxious loud electrical hum.

We also have major computer upgrades. We bought a new (refurbished) Windows 10 machine for our primary computer. The computer that powers our media cart now has a dual output video card so we can have an image on both the movie screen and on a small monitor at the same time. The annex computer now connects to the internet, as do the two computers in the main building. These things sound like what most people have in their home these days, but a year ago the museum had only one old Vista machine that was pathetically slow. We are thrilled with our new computing capabilities.

The boat that was donated to the museum has turned out to be a bottomless pit of problems. It is consuming our resources and we're not getting anywhere. The board has decided to cut our losses (\$204 in expenses and countless hours of volunteer labor) and donate it to a veteran's organization who can better deal with it. We need to get back to our primary mission of displaying, preserving and protecting the legacy of Freeman Field during WW-II.

During the upcoming Day of Caring in Seymour on May 9th we plan to upgrade the rock planting beds in front of our buildings. The beds were created 5 or 6 years ago and have wooden landscape timbers around the edges. The timbers are warped and bent, and

are unsightly. We're going to change them out for brick-like landscape edging blocks. Besides the great improvement in appearance we can do free-form shapes that will facilitate mowing right up to the edges of the beds.

Member Accomplishments

Your editor is not aware of any special accomplishments by FFFA members in the past month.

Treasurer's Report

For the period: March, 2017

Opening bal, all funds		9,607.15
Opening bal, chkg acct		2,563.89
Income		
Dues	70.00	
Other		
Total Income		70.00
Expenses		
Electric bill	73.70	
Sewer bill	9.14	
Water bill	15.28	
Other	11.07	
Total Expenses		109.19
Transfer from MMF		
Transfer to MMF		
Closing bal, chkg acct		2,524.70
Mny Mrkt Fnd, opng bal		7,043.26
Checks written		
X-fer in from chckng		
Interest earned		
Closing bal, MMF		7,043.26
Net change, all accounts		-39.19
Grand total, all funds		9,567.96

FFFA Dues

The "snowbirds" are back and have been paying their dues. There are some members who lost interest in flying and no longer respond to our attempts at contacting them. They will soon be purged from the active member rolls.

Interesting Aviation Links

Feast or famine. Last month we had a whole column of neat links; this month, nada.

Louisville Soaring Club News & Views

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

Ed. note: Maggie is taking April off. She is either doing spring cleaning or planting her garden; I'm not sure which. She'll be back next month.

121.5 and You

By Adam Springmeyer

Hello FFFA Members. I hope all of you are enjoying your spring, and that Old Man Winter has left the area for the time being. For this month's article, I want to share what happened while I was flying Flight 4677 from Miami (MIA) to Pittsburgh (PIT). We were filed to be on the HEDLY 2 RNAV Departure. President Donald Trump was down in the Palm Beach area so a Presidential TFR was in place. As a result the normal departure and arrival routes were changed to all radar vectors. This was causing delays in the entire area. Thankfully, there was no adverse weather to deal with.

Standard Operating Procedures (SOP) for my airline has us monitor 121.5 (aka "Guard") on our 2nd radio in case we miss a frequency change, help ATC contact another aircraft, or hear an Emergency Locator Transmitter (ELT) going off. In this particular case, Miami Approach Control was transmitting to an unidentified aircraft on 121.5 to notify them they were 5 miles from the Presidential TFR. ATC tried to call the aircraft using a specific location, heading, altitude, and provided a frequency to contact for flight advisories. Being VFR and down low, most likely the aircraft in question was not monitoring this frequency 121.5. A Presidential TFR is something not to be messed with, and you could lose the use of your certificate.

The proper use of this frequency is to transmit if you need to declare an emergency, have been intercepted by a military aircraft, or to notify ATC of an ELT.

However, occasionally you can hear an airline pilot mistakenly trying to talk with the passengers and giving a weather report at their destination. Also, from time to time you will hear pilots who are transmitting on guard when broadcasting their intentions to land. Of course, the previous 2 examples are not supposed to be done on this frequency, but accidents do happen. If you do hear someone using guard frequency not for an emergency, try to tell contact the pilot and let them know.

So the next time you are flying, monitor 121.5. This will help ATC in locating ELTs, but also could prevent you from flying into a TFR, Restricted Area or Alert Area without realizing it. I encourage all of you to listen in on 121.5 each time you fly. Thanks for reading, and I look forward to helping everyone next month. 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

Apr 29, FFFA April meeting, pitch-in, 3:00 PM, at the LSC hangar
May ???, field trip to Indy tower. Date TBD.
June 8, Safety Meeting, SER terminal building, 7-9 PM. Larry Bothe will present *Fly the Easy Way: 21 tips and tricks I have learned in 44 years of flying.* Counts as credit for FAA Wings pilot proficiency program.
 Jun 10, Columbus, IN Airport Day
 Jun 11, Sinful Sunday at Lee Bottom
 Jun 25, air show, Clay City, IN*
 Jul 9, Sinful Sunday at Lee Bottom
July; no FFFA meeting. Have fun at Oshkosh.
 AirVenture 2017, July 24-30, Oshkosh, WI
Aug 10; FFFA meeting, in museum, members relate Oshkosh experience. Bring pictures.
 Aug 13, Sinful Sunday at Lee Bottom
 Sep 2, Fly-in & air show, Waynesville, OH (Red Stewart Field)*
 Sep 9-10, Putnam Co. Aviation Days
Sep ???; field trip to Air Force Museum, Dayton, OH. Date TBD.
 Sep 23, North Vernon Airport Awareness Day, fly-in and air show*
 Sep 30 & Oct 1; Danville, IL, fly-in & air show*
Oct 12; 7PM, FFFA meeting, in museum, guest speaker.
Oct 14, Seymour Aviation Day, sponsored by Cherry Hill Aviation
Nov 9; 7PM, Veteran's Day program, guest speaker, probably in museum
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. 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

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