



# ***Freeman Flash***

**NEWSLETTER of the FREEMAN FIELD  
FLYING ASSOCIATION**

Volume XX, Number 5, **May 2018**

Larry Bothe, Editor

**Website:** [www.freemanfield.org](http://www.freemanfield.org)

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## **Taxiway Alpha Progress**

The reconstruction of taxiway A is coming along nicely. The old taxiway materials have been dug out and hauled away, and the underlying base soil has been stabilized. They will soon begin building the new taxiway where the old one was located. Looking at it from the air, there are some improvements (larger radius) made to the corner where you turn from A onto A1 to get on runway 23. At the airport authority meeting on 5/21 it was reported that the construction is actually a few days behind schedule. However, it is likely that those days will be made up and the new taxiway will be open by July 5<sup>th</sup>, as scheduled.

From an operational point of view, the closure of taxiways A1 and A2 has not proven to be excessively disruptive. Back-taxiing from A3 to get full-length for runway 23 only takes a couple of minutes. When landing on 5 the best plan is to set down on or near the numbers and exit at A3 to avoid the need to back-taxi to exit. If there is a larger airplane, especially a jet, in front of you it will likely not make the exit at A3 and will have to back-taxi to get off the runway. Your editor has had to go around twice due to other planes back-taxiing for exit. That's OK, we all need to practice a go-around now and then, and students get to see a situation where a go-around is required.

Also, once the rain stopped the pavement repair in front of the fuel pumps went smoothly. The damaged blacktop and

underlying old pavement were dug out and stronger reinforced concrete poured in its place. Now the Stat-Care helicopter can do repeated landings for fuel on a firm, stable surface.

### **May FFA Meeting**

For May we met in the FFA building. There was no formal program but Karen brought some safety considerations to our attention. First was a new FAA publication, [Advisory Circular \(AC\) 90-66B](#), Non-Towered Airport Flight Operations, that replaces two nearly 30-year-old advisories on that subject. Basically, the FAA would like to standardize the traffic pattern altitude at 1000' AGL. But there's more to it than that in the 18 pages of the new AC.

In a related matter, Karen initiated a discussion of the accident at Marion, IN in early April where a departing Cessna 150 collided with a Cessna Citation landing on a cross runway. The two occupants of the C-150 were killed. The Citation had its tail sheared off but there were no injuries to the Citation passengers or crew. The new AC referenced above talks about straight-in landings, and points out the need for pilots at non-towered fields to be alert for other planes doing straight-ins.

After the safety discussions Larry Bothe told about the saga of what has turned out to be a full overhaul of the engine in the Champ in

which he shares ownership with Tom Hallow and Frank LaGreca. Monty Gullion then told about the engine problems he and wife Mindy had with their Cherokee 180 last year. Those problems also resulted in an engine tear-down.

The **June meeting** of the FFFA will feature a demonstration of the museum's new flight simulator, and a tour of the reorganized museum annex. Interested attendees will be able to "fly" the new sim.

## FFFA Treasurer's Report

For the period: April, 2018

<b>Opening bal, all funds</b>		<b>7,654.90</b>
<b>Opening bal, chkg acct</b>		<b>1,554.55</b>
<b>Income</b>		
Dues	272.00	
Other		
<b>Total Income</b>		<b>272.00</b>
<b>Expenses</b>		
Electric bill	75.65	
Sewer bill	9.14	
Water bill	42.16	
Dave Timbers memorial and flowers	128.50	
Other	14.99	
<b>Total Expenses</b>		<b>270.44</b>
Transfer from MMF		
Transfer to MMF		
<b>Closing bal, chkg acct</b>		<b>1,556.11</b>
<b>Mny Mrkt Fnd, opng bal</b>		<b>6,100.35</b>
Transfer out to checking		
Transfer in from chckng		
Interest earned (3 mo.)	23.04	
<b>Closing bal, MMF</b>		<b>6,123.39</b>
<b>Net change, all accounts</b>		<b>24.60</b>
<b>Grand total, all funds</b>		<b>7,679.50</b>

## Member Accomplishments

**Seth Woning** and Dick Burton have officially bought into **Mark Kendall's** Beech Muskateer. After a few hours of dual instruction required by their insurance company they will be out at the field flying around. Congratulations to the new aircraft owners.

The saga of the illegal engine and top-overhaul-turned-major-overhaul that has been plaguing **Larry Bothe, Tom Hallow** and **Frank LaGreca** since December appears to be coming to a close. The last of the engine parts should be here in a week. They hope to be flying their Champ again by the end June.

## 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](http://www.freemanarmyairfieldmuseum.org).*

Two major museum projects were accomplished in May. The annex floor got its epoxy coating and the driveway/truck turnaround was paved. Day of Caring was also in May, on the 15<sup>th</sup>. Cummins sent us a 6-person crew. They reconstructed an insulated wall in the dig storage room (in preparation to add heat to that room), and they helped us move the exhibits back into place in the annex after the epoxy floor had cured.

The next steps for the museum are to repair and paint the walls in what we have called the "office" in the annex building, and to finish the simulator project. The simulator had been running when it was taken down due to the epoxy floor project. Now it needs to be hooked back up and the set-up completed. Right now we intend for the simulator to be located in the "office" once the wall/trim/paint work is completed.

**Airplane Ride Day 2018** (museum fundraising event) is set for **June 23<sup>rd</sup>**. We have had good response to the call for volunteers (planes, pilots, ground helpers). Flyers are going up around town this week. Now we just need good weather.

# Louisville Soaring Club News & Views

Provided by Maggie Hettinger, LSC Board  
FMI [www.soarky.org](http://www.soarky.org)

## Glider Operation Information

The LSC 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.

## ADS-B after 2020 ????

By Adam Springmeyer, May 2018

Hello FFFA Members. Welcome to May. The ole phrase of "April showers bring May flowers," has definitely held true for the Pittsburgh area, hopefully the same is true in the Seymour area. I know we are also approaching thunderstorm season. I have already been dodging different cells that have plagued the East Coast this past week. As always, please check the weather before departure, and remain vigilant as pop-up storms can happen.

For this month's article, a question was raised by one of our members. The member asks, what will happen to aircraft that do not, or cannot comply with the ADS-B requirement? This is a very interesting question, and I know from flying TAA (Technically Advance Aircraft) that ADS-B is a great tool, but if you are flying a Super Cub in and out of a grass strip and staying in Class G and E airspace, and not planning on going into a Class C airport or bigger, is all of this a necessity?

The first piece of information that I came across was from AOPA. The FAA is saying

that aircraft who wish to operate in airspace where a transponder is required now must have ADS-B capabilities by 1-January 2020. As a reminder, a transponder is required if the aircraft is flying in Class A, B, or C Airspace, anytime above 10,000 feet MSL (excluding less than 2500 feet AGL), Operations within the Mode-C Veil of the primary Class B Airport, and operations in, below, and above the ceiling of a Class B and C Airport.

Does the cost of installing the aircraft even make sense? AOPA has figured that about 43% of the aircraft flying GA have a value of \$40,000 or less. The average value was determined to be \$25,000. The cost to add ADS-B to an aircraft would be anywhere from \$3,000 to \$6,000 each. Does every pilot have the money to apply this to their aircraft? Will local flight schools be able to afford to install this in their aircraft, and if so will they pass off the cost to their students? Will this hurt general aviation as a whole? These are some of the many questions that AOPA, and the general flying public, are facing. The plan is to retire the Air Traffic Control system as we know it, and replace it with a satellite based system.

Another MAJOR risk that is being seen is the non-capability of the frequencies of the equipment. The equipment for ADS-B has 2 separate channels to detect another aircraft which has ADS-B. If you have a unit that broadcasts on Channel 'A', and another aircraft is 500 feet above you on Channel 'B', you will not get an indication about the other aircraft. In theory, you could be flying into an airport and not have the entire picture of the traffic around you. The FAA is not requiring pilots to have an ADS-B unit that monitors both channels, but is suggesting this. (Ed. note: A receiver to monitor both channels and display the results on an iPad costs only about \$200. I know, I have one.)

So that being said, the FAA has stated in a letter dated on 4-April-2018 that if your

aircraft is flying where a transponder is required, then the ADS-B modification is required by 1 January 2020. If you aircraft does not fly where a transponder is required, or does not have an electrical system (balloon, glider, etc....) then you do NOT have to have this equipment. However, all of this is subject to change with the FAA reauthorization bills, leadership changes, etc. This could all be redone in the next couple of years.

Thanks for reading! I look forward to talking with you next month. 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](mailto:adam.springmeyer@gmail.com). Fly Safe, and Blue Skies.

Adam

## Changing World

What do these women all have in common?



They are all United States Air Force F-16 pilots! God bless them. It's hard to picture them at the O-Club bar, drinking straight whiskey, smoking cigars and telling raunchy jokes. Yes, the world has changed. Submitted (unverified) by Floyd Hollandbeck, 4/29/18.

## Interesting Aviation Links

**Alaska Paraglider:** Mountains and glaciers by paraglider (like a powered parachute except you wear the engine in a backpack). From Chicago aviation (but not pilot) enthusiast Mike Goldberg, 4/28/18. Short (2-min) video.

<https://video.nationalgeographic.com/video/news/180411-alaska-knik-glacier-chugach-mountains-travel->

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spd?utm\\_source=NatGeocom&utm\\_medium=Email&utm\\_content=WatchThis\\_20180427&utm\\_campaign=NatGeocom&utm\\_rd=979270](https://www.youtube.com/watch?v=spd?utm_source=NatGeocom&utm_medium=Email&utm_content=WatchThis_20180427&utm_campaign=NatGeocom&utm_rd=979270) Ed. note: I tried to shorten the URL using Google's Tiny URL utility, but the it said it could not do it - ???

**How the rover got to Mars:** 6.5 min video, very neat, sent along by Dan Kiel, 5/10/18.

<https://www.youtube.com/embed/XRCIzZHpFtY?rel=0>

**SWA 1380 cockpit/ATC audio tape** (7 min). If you want hear what professionalism sounds like, listen to this tape. This is from the event on 4/17 where the plane had an uncontained engine failure and a passenger was partially sucked out of the plane (later died). Submitted by Dan Kiel 7/26/2018.

[https://www.liveleak.com/view?t=aEvGg\\_1524088615](https://www.liveleak.com/view?t=aEvGg_1524088615)

**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.

## FFFA Officers - Contacts

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**Secretary**, open

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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

Jun 2, Shelbyville, IN, fly-in, details TBD  
Jun 9, Columbus, IN Airport Day  
Jun 9, Fly-in, Pope Vintage Airfield (GFD)  
Jun 10, Sinful Sunday at Lee Bottom  
Jun 15-16, Aeronca fly-in, Middletown, OH  
Jun 23, Museum Airplane Ride Day, Seymour  
Jun 23, Fly-in breakfast, Franklin, 8-11 (3FK)  
Jun 30, Pancake breakfast, OVO, 0700-1030  
Jul 7, Anderson fly-in & air show (AID)\*  
Jul 8, Sinful Sunday at Lee Bottom  
Jul 14, Pancake breakfast, Sky King (3I3)  
Jul 17 (yes, it's a Tue), Hagerstown Flying Circus  
Jul 23-29, AirVenture 2018, Oshkosh, WI  
Aug 12, Sinful Sunday at Lee Bottom  
Aug 25, Mattoon, IL, fly-in & air show (MTO)\*  
Sep 1, Marion, IN (MZZ) fly-in & air show\*  
Labor Day Weekend – Red Stewart fly-in  
Sep 6-8, Midwest LSA Expo, Mt. Vernon, IL  
Sep 8, Pancake breakfast, Sky King (3I3)  
Sep 22, North Vernon Airport Awareness Day\*  
Sep 29, Madison Air Show (IMS)\*  
Oct 5-6, AOPA fly-in, Carbondale, IL  
Oct 6-7, Red Bull Air Race, Indianapolis

**(Bold items are FFFA meetings/activities)**

\*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 at 7:00 PM, FFFA Bldg. or at the 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.

### House Painting, Interior & Exterior

Call Jeff Kleber at 812-525-2042 for an estimate.  
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### Cliff Robinson Aerobatics

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Cliff Robinson, Madison, IN 812-701-9990  
[cliffrobinsonaerobatics.com](http://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.  
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