



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

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Larry Bothe, Editor

Website: www.freemanfield.org

Compass Rose!!



Picture taken on 6/10/2017 by Erin Thompson, the leader of the KY 99's that painted the compass rose.

After 3 years from the time we first looked into a compass rose until it was actually painted on the pavement, we finally have a compass rose. We asked the airport authority for permission to do it in early 2014, and they said yes. Then a site had to be selected. Even with all the ramp space here at Seymour, it wasn't a simple thing. There are rules about putting things in or near taxiways and movement areas. Corey Harper, our representative from civil engineering firm BF&S, guided us through that maze. Corey also arranged to have the site surveyed to determine the direction of magnetic north.

The women pilots organization, the 99's, has a tradition of painting compass roses at

airports. However, members of the Indiana chapter were not up to crawling around on hot, hard pavement for 2 days. We were stalled for a while, but our desire for a compass rose came to the attention to the Kentucky 99's chapter. They are a younger group and actually wanted to do a compass rose project.

Then the real fun began: Finding 2 days of good weather (not too hot, not rainy and not windy), and that when the KY 99's members could take 2 consecutive days out of their lives to come up here and do the work. We tried a few dates in 2015 and 2016 but just couldn't get it all together. Then a few weeks ago it just all clicked. KY 99's chair Erin Thompson came to Seymour

to look at the job, a date was set, Mother Nature cooperated, and the project was done. Or nearly done. Still to paint are the large directional letters E, S & W, and the survey data by the existing N. That should be accomplished in the next couple of weeks.

Why have a compass rose? First, they are a tradition. We had one here during World War II (in the area where the northeast T-hangars are now), and it seems appropriate to have one today. Compass roses look nice, are decorative, and add some pizzazz to what are otherwise acres of drab pavement. Finally, a compass rose has the practical application of being a way for aircraft owners to "swing" their magnetic compasses to adjust them to read as closely as possible to magnetic north. However, since we didn't pay thousands of dollars for the required official survey report, our site is too close to some buildings, and there is steel reinforcing rod ("rebar") in our pavement, our compass rose is not "official" for compass setting. (But it's not bad, and light-years better than nothing.)

Here's what the compass rose looks like from the air. The graphic in the center is two interlocked 9's (as viewed from the south); the 99's logo.



Aerial photo by Larry Bothe, 6/21/2017

Airport News

Milling down the humps: The many humps and bumps caused by winter freeze and thaw cycles were ground off ("milled") by paving contractor, O'Mara, yesterday,

6/28. The areas will now be seal-coated to ward off further deterioration of the pavement. Airport manager Don Furlow and maintenance supervisor Doug Eaton had identified 38 bumps that were sufficiently large to require milling off and sealing. The airport authority approved the \$12,500 expenditure at their June meeting. If you ever wonder where your hangar rent money goes, this is a good example. And there is no financial help from the FAA for this sort of maintenance work.

Taxiway Alpha Reconstruction: It is more likely than not that our airport will receive funding from the FAA for the reconstruction of the remainder of taxiway A (from the northeast T-hangers out to the beginning of runway 23) later this year. If we get the funding (by no means guaranteed) the actual construction will not begin until the spring of 2018. Then the next major project will be the reconstruction of the center taxiway in 2019, followed by the reconstruction of runway 14-32 in 2020 "if we get the funding".

FFFA Programs

There will be no FFFA meeting in July; everybody is too busy with the 4th of July holiday, vacations, and going to Oshkosh. The August meeting, on 8/10, will be our annual "Tales of Oshkosh" meeting where members who made it to OSH tell of their experience and share pictures (on the big screen, at the museum). We'll send a reminder via e-mail prior to the meeting.

Also note that there will be no *Freeman Flash* in July. There isn't much to report then, and no time to get a newsletter out anyway. Publication will resume in August with the combined July/August edition.

Member Accomplishments

Cherry Hill Aviation student **Davis Baker** soloed on June 16th. Congratulations, Davis.

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 continues to make electrical improvements. Our lighted display cases look so good that we are adding internal lights to even more of them. We finally got the small overhead uninsulated door in the main building replaced by heavy insulated steel swinging doors that have panic hardware, open outward, and actually seal up when closed. No more snow and worms in the building, not to mention lower heating and cooling cost. Panic hardware was also added to the emergency exit in our annex building.

We have plans to move some displays around and use our rooms a bit differently in the main museum building. The moves would be very hard to describe in this article, but we believe the changes will enhance the visitor experience while making it easier for our all-volunteer staff to function and serve our guests. We also plan some display changes in the annex. Chief among them is to move the propeller display from a high cart in the middle of the room to the south wall near the restroom. The current propeller cart will be retired. That will open up a lot of space in east end of the annex where we display the enemy aircraft items that have been dug up over the years.

The changes mentioned above will be taking place over the next several months. Some of them require a lot of work to support heavy items like the propellers. You will just have to stop by the museum from time to time to see how nice it looks as this all unfolds. The work has already begun. Come see us. We're there every Saturday, 10-2.

Museum Airplane Ride Day

The museum held a very successful airplane ride day on Saturday, June 24th. Over 300 people went for an airplane ride for a tax-deductible donation of \$20 each. The weather was beautiful. Mike Jordan arranged for a food truck there so people could get refreshments while they waited. We did this same event last year with only 3 airplanes, and we couldn't keep up with demand. This year we had 7 airplanes and 9 pilots, and still couldn't keep up. As nearly as we can tell, a good portion the people came out because of social media (Facebook, etc.). We also did radio advertising and put flyers in public places in Seymour, Brownstown and Crothersville.

This event was made possible and successful by the many people from outside the regular museum board of directors who volunteered their airplanes and time. Airplanes came from Rich Hampton, Berl Grant, Mark Kendall (who flew their own planes; and from Joe Joray/Marshall Royalty, Russell Wheeler/Tony Nehrt, Tom Hallow, and Lance Bartels (Cherry Hill Aviation). Lance also let us use the Cherry Hill hangar as the headquarters for the event. Thanks, Lance. The pilots who flew the borrowed airplanes included Larry Stewart, Greg Browning, Larry Bothe, Eric DeBusk, David Westenberger and Bob Butterfield.

There is a whole lot more to putting on a ride operation of this scope than just airplanes and pilots. Our ticket sellers were Jan Sipes and Sheryl Hampton, along with Dick Rumpf. Airplane loaders were student pilots Joe Niemeyer and Davis Baker, and museum director Dan Kiel. It is worth noting that Jan Sipes, Sheryl Hampton and Dan Kiel are all certificated pilots. We had knowledgeable people where it counted.

Safety is important. We had good crowd control (nobody out on the ramp without an escort), a fire truck on site for most of the day, and began the day with a safety

briefing so we all knew what each other was doing. We established a flight pattern that prevented us from ever flying directly at each other. It all worked out really well.

We owe a big thank-you to the glider group; the Louisville Soaring Club. They had intended to fly that day, and even had some gliders and their tow plane out, ready to go. We had advertised that Airplane Ride Day would be from 10 to 2, and the glider folks anticipated being able to fly as our event wound down. However, we had such a big turnout that we flew rides until 6:30 in the evening. The glider club ended up standing down for the day to let us fly out our rides unimpeded. We had no idea we would have that big a crowd or fly that long. The glider people were very gracious to suspend their operation for the day. Thank you.

Interesting Aviation Links

Annual Valdez (Alaska) STOL contest:

Contest was held May 12-14, 2017. How does a landing distance of 10' 5" sound? Don't believe it? Have a look at it right here:

https://www.youtube.com/watch?v=B-T9bFPr8k0&mkt_tok=eyJpIjoiT0RVM1IUvmhaVEI5TIRjMiIsInQiOiJkI5NkQ3ajJsa3hDb1NsVldEbUIBSVNUK21zTEwzTEJyWHNDWIBPNUUxNmd2dXRhV1NtSzZSdURGc3g2ajUyMXEzeGR6S3RaNUl6aVJXC9oVktBTTJ5V1c1c0kra1lhS2dhRik3V1duV1VUQUiIWGp0K0hjbkZMbktBM05jRUwifQ%3D%3D

USAF simulated combat: Kadena F-15 Eagles v F-18 Hornets. Video was taken at Kadena Air Force Base, Okinawa. Comment from a fighter pilot: *This is without reservation the best video I have ever viewed about air-to-air combat. The producer and photographer were able to show perspective of the entire arena in a way I've never seen. When the pilot got into a scissors or Luffberry you can almost feel the g's!* From reader Jan Harris, 5/30/2017
<http://player.vimeo.com/video/40935850> 10 min.

Kitty Hawk Flyer: About a month ago, Kitty Hawk, a company backed by Google cofounder Larry Page, unveiled the prototype Kitty Hawk Flyer to the public.

The aircraft is essentially a multi-rotor copter capable of carrying one person ... and it looks like a lot of fun.

https://www.youtube.com/watch?v=T_rDkVihQeY&feature=youtu.be

Error correction: In last month's edition the website address (URL) for Jim West's very informative website about everything of military historical significance in Indiana had a typo in it. The correct URL is www.indianamilitary.org.

Louisville Soaring Club News & Views

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

What can other air traffic expect from LSC glider ops on Freeman Field?

At the time of this writing (June, 2017) LSC's glider operations are normally working from the center closed taxiway out to runway 14-32. Prior to takeoff the pilot and crew ready the glider at a preparation point at the end of the closed taxiway. When both tow pilot and glider pilot are ready to launch the radio call is made that a glider is staging and the glider is pulled out on the runway. There will normally be a minute or two of preparation as the tow plane comes out on the runway, the rope is hooked up, and final checks are made. That complete, the tow plane and glider take off in formation. The glider and tow plane will normally remain connected until somewhere between 2000 and 3000 ft. AGL (2600 and 3600 MSL), at which time the glider pilot pulls the release and they separate—the glider turning to the right and the tow plane turning down and to the left. The glider is on its own and the tow plane will return to the field, often landing on the grass beside Runway 14-32. Radio calls make this clear.

Normal *landing* operations on Runway 14-32 involve coming from a point about a mile SW of the center of that runway to enter left downwind to land runway 32 or right downwind to land Runway 14. The glider

may land on the pavement or on the grass. It may take a minute or two to clear the runway.

Prior to landing, the glider pilot will make a radio call upon entering the pattern, specifying plans to land—where the glider is currently, which runway will be used, and whether pavement or grass. Depending on radio equipment, there may be other calls on base and final, but from gliders requiring two hands for landing and another hand for radio, there will be only one radio call (prior to pulling spoilers, dive brakes, or flaps).

Take a look at the takeoff and landing segments of Bob Walker's flight that we printed in the last Freeman Flash. Like other aircraft, when the wind favored a different runway he used it, following takeoff and landing procedures much like other fixed-wing aircraft. The graphic will show predictable launch and landing operation, even though it is from a different runway than we normally use.



Choosing 05-23 that day, Bob launched from the green marker on Runway 23. Tow plane and glider started SW (red and orange track is ascending), then looped around, crossing back over the runway at almost 3,000 ft. MSL. At 3,300 ft. MSL Bob got off

tow and made his first loop. Had he found himself in strong lift right there he would have continued circling, but instead went a bit NW (losing about 100 ft. altitude) until finding and centering in better lift. Six good turns in that thermal took him up to 4,000 ft MSL. He then moved eastward to another thermal, in which he climbed to 6,500 ft. MSL. At this point he was ready and able to go where he wanted, and headed off towards Bedford. Eight times, after gradually losing altitude, he would locate a thermal and climb back up, never getting below 3,300'.

Two hours later, Bob came back to the airport from the north, descending out of 6,000 feet (blue and green track). At about 2,000 feet MSL, he entered left crosswind 23, turning left downwind at pattern altitude to Runway 23 to a standard landing at his takeoff point.

Now, not every LSC glider pilot travels as far as Bob on a regular basis. Many of us enjoy staying within gliding range of the home airport. ALL of us will be found within gliding range of some airport, but good radio contact on 122.8 keeps us all aware of each other. If in doubt, key it up and ask.

Ed. Note: I flew with the gliders on June 27th while conducting a private pilot checkride. As we returned to the field we did just as Maggie suggests; called and asked. I addressed them as "Seymour Glider Operations", and asked if any gliders were up. They responded immediately, telling us that they had one on tow, about to be released at 3000 feet. We then came into the pattern and did the specialty takeoffs and landings required for private pilot. During that time the tow plane and one glider landed, and they towed another one aloft. They always announced their position and what they were doing. Flying with the LSC gliders is not a problem. Keep your eyes open, call to ask when necessary, and remember that gliders can't go around, so you may have to.

FFFA Treasurer's Report

For the period: May, 2017

Opening bal, all funds	9,527.82
Opening bal, chkg acct	2,475.86
Income	
Dues	60.00
Other	
Total Income	60.00
Expenses	
Electric bill	26.90
Sewer bill	9.14
Water bill	15.98
Other	49.00
Total Expenses	101.02
Transfer from MMF	
Transfer to MMF	
Closing bal, chkg acct	2,434.84
Mny Mrkt Fnd, opng bal	7,051.96
Checks written	
X-fer in from chckng	
Interest earned	
Closing bal, MMF	7,051.96
Net change, all accounts	-41.02
Grand total, all funds	9,486.80

MEL for a Cessna C-182?

By Adam Springmeyer

First, I want to welcome everyone to the summer of 2017, and I would like to thank Larry for giving me a month off to work the Wings Over Pittsburgh Air Show. It was a challenging event, but very rewarding. I coordinated over 100 Civil Air Patrol members giving 2000 hours of volunteer service to the Air Force. In addition to providing manpower, we set up a recruiting booth complete with a G-1000 Cessna 182, and got a private meet and greet with the Thunderbirds.

On occasion, I get to fly the above mentioned airplane. It is a great change from the ERJ-170 that I fly for a living. I enjoy keeping my single engine currency, and flying at speeds and altitudes that wouldn't be allowed per our company manual. For this month, I want to share with you a discrepancy that I ran in to during the flight back from Pittsburgh International (PIT) to Butler County (BTP).

During the pre-flight inspection everything checked out, except for the left wing tip strobe light.

Sometime ago we discussed what equipment needs to be on the aircraft for a day VFR flight. [*In the Part 121/135 world, every single component has at least one MEL (Minimum Equipment List), and our book at my company is over 500 pages long. We even have a MEL for the sink stopper in the lavatory.*] I know what some are thinking, no big deal, you don't need strobe lights. In a normal aircraft, I would completely agree with you. However, according to Cessna, the strobe light system is required for Day VFR, Night VFR, Day IFR, and Night IFR. This system is listed under the Kinds of Equipment List (K.O.E.L.) in the Pilot's Operating Handbook. So a series of questions that should be asked:

- What constitutes the strobe light system?
- Why would Cessna say the strobe light system needs to be functioning and not just the anti-collision system? The POH has 2 separate entries (1 anti-collision light system, and 1 Red Beacon Light System.)
- Why would the Navigation Light System not have the same effect as the Strobe Light System in terms of being deferrable?

We cannot answer all those questions in this month's article, but we can start with "what components compose of the anti-collision light system?" Spruce Aircraft lists 13 different components that can be purchased for the strobe light system. The prices on these parts vary from \$21.85 to \$235.95. The lowest price is for the actual bulb, and the highest is for the entire system from switch, bulb, wiring harness, to the electric control unit. If you count every different part number a burnt out light bulb is part of the system, and therefore if it is burnt out then the system is faulty. Some would argue though the entire system is not broken, just

a light bulb, right? I had an old professor say, "Put 4 CFIs into a room and you will have 5 different opinions."

We can look at the other questions next month. I would like to hear from you. Let me know your thoughts on this subject. Also, do you have a topic that we should discuss? If you have a question, someone else in our group might have the same question. Fly Safe, and I look forward to talking with you next month.

Adam

Just for Fun

Suggested new United Airlines slogans,
from reader Jan Harris, 5/21/2017

"Drag and Drop"
"We put the hospital in hospitality"
"Board as a doctor, leave as a patient"
"Our prices can't be beaten, but our passengers can"
"We have First Class, Business Class & No Class"
"Not enough seating, prepare for a beating"
"We treat you like we treat your luggage"
"We beat the customer; not the competition"
"And you thought leg room was an issue"
"Where voluntary is mandatory"
"Fight or flight. We decide"
"Now offering one free carry off"
"Beating random customers since 2017"
"If our staff needs a seat, we'll drag you out by your feet"
(UK market) "A bloody good airline"

D's Diner --

OK, there's nothing new from the diner this month. They are still open Tue – Fri 7:00 to 2:00, and Sat & Sun 8:00 – 3:00. Closed Mondays (for sanity).

But there is important food news: The name for D's Diner comes from Denise Creech, who, along with her husband, Carl, started D's a year and a half ago. But Denise sold her share of the diner to Bob Liter (in the local news lately as a champion for homeless veterans). Now **Denise is re-establishing food service at the American Legion on 2nd St. in Seymour. She opens on Tuesday, July 6th.** Here are the details:

- **Days of food service:** Tuesday through Saturday (closed Sunday & Monday)

- **Hours of operation:** 5:00 PM to 9:00 PM
- **Daily dinner special for \$5.99**
- **Lunch:** Will be added later if there is enough demand.
- **Membership:** It is **NOT necessary** to be a member to eat at the Legion. Open to the public. (But you must be a member to buy drinks at the bar. One member can buy drinks for all the guests in his party.)

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.

**Remember, no
FFFA meeting or
newsletter in July.
Too much other
stuff going on.**

Local Event Calendar at a Glance

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 14; field trip to Air Force Museum, Dayton, OH. (date tentative)

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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