



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

Volume XX, Number 6, **June 2018**

Larry Bothe, Editor

Website: www.freemanfield.org

Taxiway Alpha Delayed, Grass Strips May Go Away

The completion of the reconstruction of taxiway A has been delayed by 2 or 3 weeks. The delay was caused by a lot of rain, and the failure of the first test strip of pavement. The installation of the 2nd test strip was delayed by more rain, but that has been completed and it passed. Taxiway A is now expected to reopen toward the end of July, rather than July 5th.

Grass Strips

Representatives of the Louisville Soaring Club (LSC) attended the airport authority meeting on 6/18. They informed the authority that they would prefer to continue to use runway 14-32 for their operations, rather than move to the grass strip in the far northwest corner of the field. The grass strip has problems with the need to climb out over a residential neighborhood, and it is very far from where the gliders are stored. Based on that revelation the authority is considering closing down all 3 of the grass strips at Freeman Field. Two were originally built for ultralight aircraft, but that activity has petered out. The third was built more recently in anticipation that the gliders would use it. The grass strips will likely revert to farm ground and thus provide additional revenue for the airport authority.

Note that the area designated for use by the Southern Indiana Flying Eagles remote

control aircraft club will remain available to them for that purpose.

Runway 5/23 Displacement

A couple of months ago, I think right after the April airport authority meeting, a piece ran in the Tribune about runway 5/23 being moved 1000 feet to the southwest. The northeastern end would be shortened by 1000', and that 1000' would be added to the southwest end. This would be necessary because Burkhart Blvd. is proposed to be extended south and then west to link the two primary industrial areas in Seymour.

I received some phone calls back then, asking me what was going on, but at the time I didn't know. There is now additional information available. Please have a look at the map, included as the last page of this newsletter. The idea is that connecting the two industrial areas will help promote industry and economic growth in Seymour. At the same time, it will keep most heavy truck traffic off Tipton St. (US 50) downtown, and off South Walnut St. Trucks leaving the airport industrial park and needing to proceed west on Rt. 50 would go north on Airport Rd. and turn left, again avoiding the urban and residential areas.

It does not appear that the Burkhart Blvd. extension would be a route favored by

regular automobiles proceeding west on Rt. 50. It is literally twice as far around to use the new road as it is to proceed straight west through downtown. That means the retail stores along Tipton St. would not see a loss of business due to cars using the "bypass". If anything, the shopping experience in Seymour will be enhanced by the lack of big trucks impeding the progress of automobiles.

You can see from the map that the new road doesn't hit the present runway. However, for safety reasons, and to meet FAA requirements, the runway will have to be moved. This work will not take place immediately. I heard that it might start in 2021. Since runway 14/32 is scheduled to be rehabbed in 2020/21 there will have to be coordination so we don't end up with both runways closed for construction at the same time.

June FFFA Meeting

We didn't get the museum flight simulator running in time for the June meeting on 6/14, and I didn't make it to the meeting. I later spoke to one person who did go over there, but he didn't see anybody else and went home.

Future FFFA meetings: There is **no meeting in July** because of the 4th of July holiday and Oshkosh. The August meeting, on 8/9, will be in the museum so we can use the overhead digital projector to show pictures that we took at AirVenture (Oshkosh). Put your pictures on a flash drive and bring them along for Show & Tell. We will probably do the museum simulator program at the September meeting.

Member Accomplishments

Please welcome **Dick Burton** to the FFFA. Dick, along with **Seth Wanning**, bought into the Beech Muskateer that **Mark Kendall** has had for a long time. They are making some improvements to the plane, the first of which was to bring it into to ADS-

B compliance. They are also considering paint, and perhaps interior work as well.

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 engine components have come back from the various overhaul shops and it is nearly all assembled. The engine will hopefully be on the airplane and test-run by the end of next week. Then the remainder of the annual inspection gets done and we can fly it again.

Maggie Hettinger, of the Louisville Soaring Club, finally accomplished her long-awaited flight review. She can once again be PIC of a glider.

FFFA Treasurer's Report

For the period: **May, 2018**

Opening bal, all funds	7,679.50
Opening bal, chkg acct	1,556.11
Income	
Dues	30.00
Other	
Total Income	30.00
Expenses	
Electric bill	55.04
Sewer bill	9.14
Water bill	23.09
Other	
Total Expenses	87.27
Transfer from MMF	
Transfer to MMF	
Closing bal, chkg acct	1,498.84
Mny Mrkt Fnd, opng bal	6,123.39
Transfer out to checking	
Transfer in from chckng	
Interest earned (3 mo.)	
Closing bal, MMF	6,123.39
Net change, all accounts	-57.27
Grand total, all funds	7,622.23

**No FFFA Meeting
in July!**

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 held its annual Airplane Ride Day fund raising event on Saturday, 6/23. We got off to a delayed and slow start due to rain in the early morning, and then one of our pilots (Larry Stewart) had a heart attack (on the ground, and he's recovering, thank God), but even with those two setbacks we did OK. We're already planning on doing it again next year.

The museum is working on several other projects at the same time. One is to get the flight simulator fully operational. The computer had not been run since sometime in March so with was way behind on Windows and other updates. It took several passes over quite a few days to get it to digest all the updates. After the updates were in place we ran into the final preparations for Airplane Ride Day. We still need to download some other software and finish the set-up on the simulator.

Our antique fire truck, the original one that was here on the field during WW-II, has been giving us some problems. There were both ignition and fuel issues. Thanks to some hard work by Marty Schwab and Joe Clegg, we believe we have them solved now. I guess we'll find out for sure when we run it in the VG-Day parade in mid-August.

When we had the annex epoxy floors done in May we took out some built-in shelves in the maintenance area, and a half-wall to the "office" in that building. Now we're renovating the office to include drywall on two sides adding moldings/trim that was never installed when the office was built,

and finally paint. The flight simulator and other office accoutrements will be in the renovated office. We're also reconstructing the previously built-in shelves in our maintenance area to be free-standing.

The Compass Card

By Adam Springmeyer

Hello FFFA Members, and welcome to June. I would like to wish all fathers within our ranks a Happy Father's Day. I hope all of you had an enjoyable day. The weather is starting to get hot and muggy so I hope you all are staying cool. As a friendly reminder, be sure to check your performance numbers before taking to the sky. I good rule of thumb is to increase the number by 50%.

A few years ago, when the FAA was inspecting the flight school I was helping to run, they grounded our Piper Seminole (PA-44-180) for a worn out compass card. This was an easy fix as the mechanic was already on the field accomplishing an oil change on a Cessna C-172. This got me thinking about just how important that little piece of paper is and wondering if it is really cause for grounding an aircraft.

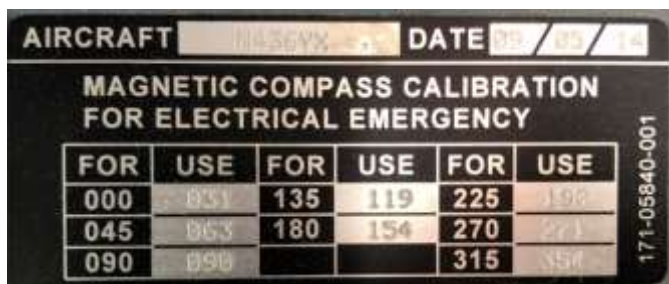
What exactly does the compass card do? – The card is designed to correct for magnetic deviation. This is caused by the aircraft's magnetic fields from running engines and avionics. The card is prepared by a mechanic or the owner/operator, who follows Advisory Circular 43-215 *Standardized Procedures for Performing Aircraft Magnetic Compass Calibration*.

Is the compass card required for my flight?
– Per 14 CFR 23.1547, the simple answer is yes. Subpart A of the regulation states that *a placard meeting the requirements of this section must be installed on or near the magnetic direction indicator*. In order for the compass card to be legal the card has to show the correction with the engine(s) running. The card must also specify if the radios were on or off.

The aircraft that I fly has 2 different compass cards. The one next to the compass is used for everyday normal flights.



The other compass card is placed next to the captain's Primary Flight Display (PFD) and is to be used when the aircraft is in an electrical emergency (total loss of AC power, and only 1 DC power source.)



In the worst case scenario, if I am flying North, with the RAT (Ram Air Turbine) extended as a result of an electrical emergency, my compass would show a 031 heading on the compass, but if I am flying either East/West, the compass will indicate correctly.

If your compass card is looking a little worn, please consider getting it rewritten. If the compass is not showing what the card is indicating, it might be time for the compass to be swung.

Thanks for reading! I look forward to talking with you in August. 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. Fly Safe, and Blue Skies.

Adam

L3-B Award

Do you remember the WW-II Aeronca L3-B that Jack Hildreth had Cherry Hill Aviation (Lance Bartels) restore for him? After Jack became to ill to fly it the plane was sold to long-time family friend Fred Mildenberger. Fred took it over to the bi-annual National Aeronca Association fly-in at Middletown, OH, earlier this month and entered it for judging. Lo and behold; it won Grand Champion of the event! I don't have a picture of Fred with the plane and the trophy, but here's the plane.....



And here's the trophy....



Interesting Aviation Links

Doc Flies: Yes, I know, *Doc*, the last restorable B-29 in existence, actually flew for the first time about a year and a half ago. It was at AirVenture 2017. But this is a neat 7-minute video about what went into getting *Doc* ready for that first flight. (I apologize; I can't remember who sent me the link.)

<http://mortefontainevillage.pagesperso-orange.fr/marcbrency/b29.html>

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.

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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

Jun 30, Pancake breakfast, OVO, 0700-1030

Larry Bothe presentation at 10:30; *Fly the Easy Way*

Jul 7, Anderson fly-in & air show (AID)*

Jul 8, Sinful Sunday at Lee Bottom

Jul 14, Pancake breakfast, Sky King (313)

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 (313)

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.

Freeman Field Flying Association meets the 2nd 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 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.

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Call Jeff Kleber at 812-525-2042 for an estimate.
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cliffrobinsonaerobatics.com

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Larry Bothe, Certified Flight Instructor

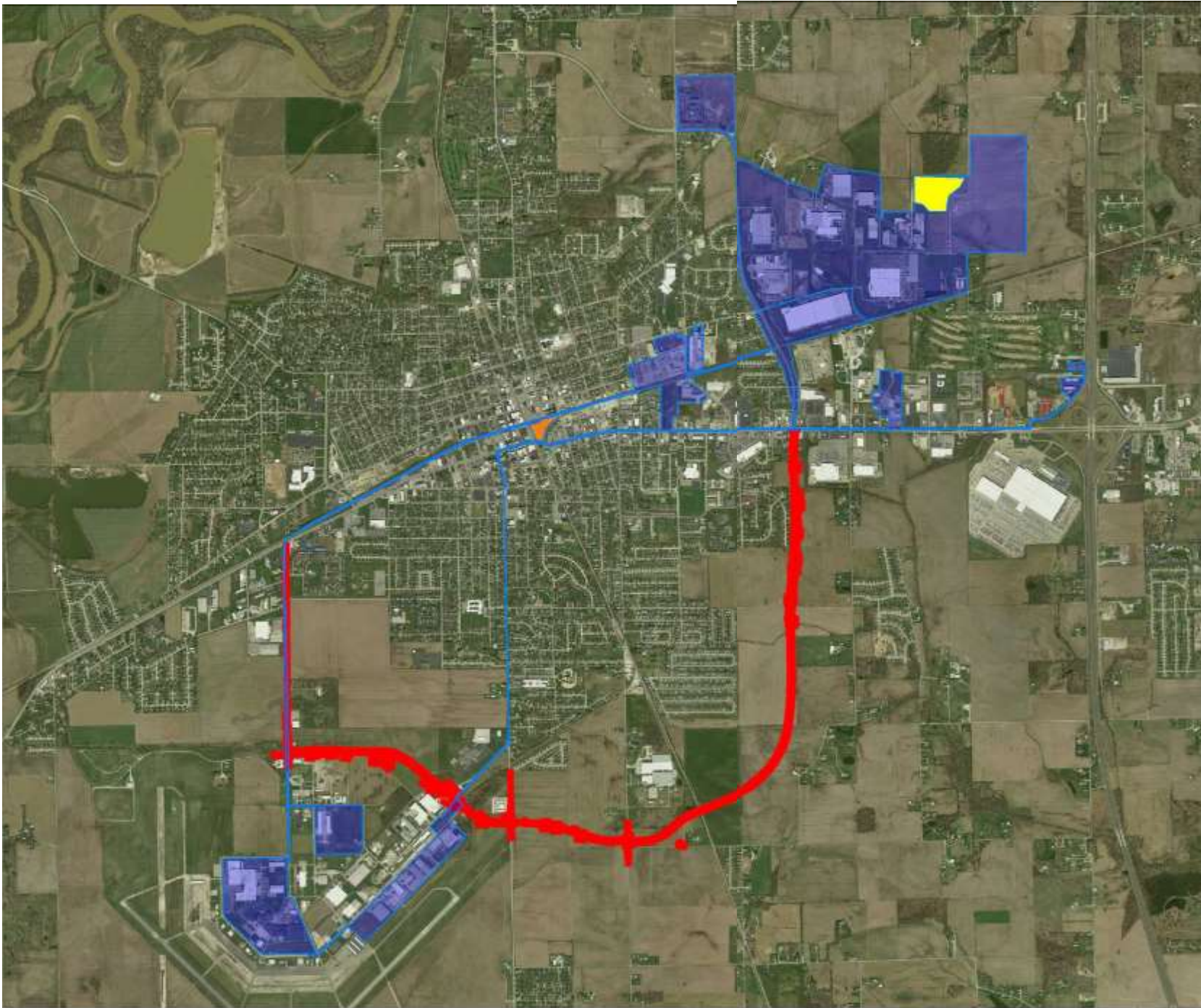
Private & IFR instruction, flight reviews,
insurance checkouts, IPC.
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Sherrill's Heatmor Furnaces
Dave & Rita Sherrill, 812-569-2242



ECONOMIC DEVELOPM
Feature Name:

ECONOMIC DEVEL

- SPEC BUILDING
- LIFT STATION(1)
- TRAILHEAD PARK

NEW BURKART

NEW BURKART

