



Freeman Flash

NEWSLETTER of the **FREEMAN FIELD
FLYING ASSOCIATION**

Volume XXI, Number 6, **June, 2019**

Larry Bothe, Editor

Website: www.freemanfield.org

FFFA Holds Continuing Education Sessions

We tried a sectional chart refresher course at our May meeting, and it was well received. Based on that success Karen came up with the idea to have a review of ATC communications for June. That went well too. Even the presenters learned something. Meeting attendance is up, indicating that our members are genuinely interested in having training sessions about basic flying subjects.

There is no meeting in July, and our August meeting will consist of our usual *Tales of Oshkosh* topic (bring your Oshkosh photos on a flash drive). But in the fall, we're thinking of continuing these mini-refresher courses. If you have an idea for a subject you would like to see reviewed and discussed, please let Karen or me know. In making suggestions, please be specific and fairly narrow. For example, don't suggest just *Weather*. We could spend a whole week of evenings talking about weather, and not be finished. However, something like *Using the Internet to Obtain Aviation Weather* could be dealt with in a single session.

**No FFFA Meeting or
Newsletter in July. See
you in August.**

Hangar Cleanup Day

Well, gee, maybe this wasn't such a great plan after all. Since this was your editor's idea, I'll take responsibility. As far as I can tell, only one hangar tenant took advantage of the opportunity to get rid of accumulated trash. Fortunately, we didn't waste a lot of time or money. Since there wasn't very much trash, DPW didn't have to work very hard. Diane was sending out hangar invoices anyway, so the notification was free. The museum made the 50 notices on their color laser printer, at a cost of about 5¢ each. When we toured the T-hangars, it looked like there was plenty of potential trash in them, but I guess the tenants didn't think so.



George Robbins' trash; the only participant.

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 FFA on occasion supports the museum with gifts of money for worthy projects.

FMI www.freemanarmyairfieldmuseum.org.

The fire truck is finally fixed! Museum president Joe Clegg sorted out the wiring and replaced or disconnected the wires that had no insulation and were arcing against the frame. After a test run to confirm that the new (stock) fuel system is working properly the tank was filled about half full with 100LL avgas. The 85-hp Ford flathead engine certainly doesn't need 100-octane fuel. However, the avgas "keeps" for a very long time; unlike auto fuel, which starts to deteriorate in about 3 weeks. We don't drive the fire truck very much so fuel longevity is important to us. As a bonus, the new gas gauge sending unit works so now we can tell how much gas we have.

The museum was fortunate to receive a grant for the purpose of installing security cameras in both the main building and the annex. As we have received more and more valuable items over the years, we have become more concerned about pilferage. We have had monitored electronic perimeter security for about 20 years, and the Seymour police respond really fast, so break-ins are covered. But up until now we have had little protection when it comes to things going out the door in a visitor's pocket. Now we can see who is doing what, and play it back for about 60 days, in high-definition.

Lee Bottom News –

No Sinful Sundays in June or July

Your editor received a message from Rich Davidson on 6/8, which said: *We're sorry to report we will not be having Sinful Sundays in June and July of 2019 (Please pass the word). The reasons are*

many however there is no reason to make a list. We are still here at the field though.

Drop in to see us or fly into the field because it exists when so many others no longer do. We're keeping the grass cut for those who still fly and continue to stand up the cones whenever someone blows them over. The tables are still here for picnics - the fire pit ready for a fire.

Enjoy.

Airplane Ride Day --

The weather isn't helping

We have our fingers crossed that the weather on Saturday won't be any worse than light rain showers. Heavy rain, and/or thunderstorms, will force us to cancel.

But even if the Saturday weather is halfway decent, all the water is still somewhat of a problem. For many years Tom Hallow has been kind enough to let us use his Piper Warrior to give rides. He keeps the plane out at his farm, just north of Brownstown. Here's a picture of Tom's grass strip, from this morning (Thursday).



I don't think we'll be using the Warrior this year.

Member Accomplishments

Please welcome Mark Bowling to the FFA. Mark is a friend of Helmut Weislein, who joined last month. Mark is not current at the moment, but wants to get back into flying after he resolves some medication issues. Helmut and Mark are both helping with Airplane Ride Day.

Two Columns Are Back

For a while in 2017 and 2018 we had two regular columnists writing articles for the newsletter. Maggie Hettinger wrote about gliding and soaring, and Adam Springmeyer wrote about various safety issues, often from an airline perspective. But then life got in the way and both of them stopped writing at about the same time. Your editor is pleased to have both of those columns back in this issue. Bob Walker has taken up where Maggie left off, with glider club stories and operational suggestions. And we're glad that Adam Springmeyer's life has calmed down to the point that he can write for us again. Their articles follow. We hope to hear from both of these folks each month.

Glider Club News

Glider Operations Recap-Memorial Weekend
By Bob Walker (OB1)

LSC (Louisville Soaring Club) planned to fly Friday through Monday of Memorial weekend. Due to the forecast for rain showers and thunderstorms on Sunday and Monday, Friday and Saturday were the only two operating days. With breezy conditions, these two days proved challenging.

By noon, Friday, the gliders were staged at the midfield taxiway for Runway 14/32. At 1 PM, cumulus clouds, a sure sign of updrafts, began to develop over the field, and the first glider was towed aloft behind the Scout tow plane.

The winds aloft, westerly at 17 knots, made for an interesting day. As gliders circled in lift (at indicated speeds ranging from 40 to 50 knots), they drifted downwind very quickly. In addition, the strong winds aloft caused turbulence (vertical shear) that often disrupted the bubbles of lift. This made climbing difficult. It wasn't unusual to lose altitude in some 360-degree turns. Finding the core of the updrafts and remaining within that narrow area required constant attention and adjustments.

The scratchy lift continued until almost 4 PM. The cumulus clouds quickly dissipated and the air mass became stable, ending the day of soaring. With the right strategy, techniques and a little luck, it was possible to stay aloft for more than two hours.

With even stronger winds, Saturday was more challenging than Friday. At noon the AWOS was reporting winds from 230 degrees gusting to 19 knots. The decision was made to set up operations for Runway 23, adjacent to the midfield taxiway.

As on the previous day, the winds aloft, approximately 25 knots, caused turbulent lift. With patience and a lot of circling, it was possible to stay aloft for two to three hours. Drifting downwind, out of gliding range of Seymour, was the thing to avoid.

At 5 PM, the cumulus clouds gave way to blue sky, a sign that Saturday's free ride was over. At the same time, a line of thunderstorms formed over Columbus. It was time to put the gliders away for the day.

It's worth repeating that all LSC gliders and the tow plane have a radio. This was mentioned in the May 2019 issue of the *Freeman Flash*. All gliders report their position and intentions on the runway and in the traffic pattern. This is especially important when gliders and other aircraft are using the same runway, as was the situation on Saturday. LSC is committed to ensuring safe operations at Seymour. Accurate and timely radio communication enhances safety and ensures cooperative use of the airspace.

Ed. Note: A little confusion here. The LSC has two members named Bob Walker. One of them, a long-time member, is Dr. Bob Walker. He is President of the club. In more recent times a second Bob Walker joined, and in order to differentiate, this newer Bob Walker is called "OB1". The piece above is written by OB1, and we hope to have more articles about gliding/soaring from him in the future. Welcome, OB1.

Bounced Landing

By Adam Springmeyer

Hello FFFA Members, and I hope you are staying dry. I wish I could say we are dry up here in Pittsburgh, PA, but we have seen just as much rain as you have the past couple days. I would also like to apologize for not writing the past couple of months. I have been very busy.

Starting in February of this year, I have moved up in seniority by 5 people here in Pittsburgh. This has allowed me to become a regular line pilot with a known schedule, and not a reserve pilot. Though I have seen an increase number of days off (on average of 14-15 days per month, versus 12 when I was on reserve), I am also seeing an increase of flight time (on average 85 to 90 hours versus 75.) This increase has left me flying at all times of the day, and even into the night.

This past week, there was an incident at Newark International (EWR) in Newark, NJ, with a United Airlines Boeing 757. The aircraft was inbound from Denver International (DEN) to EWR with 166 people on board. The wind was 230 at 10 gusting to 23 knots. The overall weather was VFR at the time. Upon landing, the 757 appeared to bounce and come back down on the nose wheel, and then blew several tires. Thankfully, no one was seriously injured. The damage to the 757 was extensive. The skin is wrinkled, a large crack opened up just aft of the nose wheel, in addition to several blown main landing gear tires. The aircraft settled to the left side of the runway, and ran into the grass. It is unclear what happened, but the NTSB is investigating the matter. The initial report has not yet been published (as of 6-18-19 at 8:42 p.m.)

This raises the question, on a bounced landing, should you go around, or try to salvage the landing? In a propeller or turbo-prop operation, a go around can be easily accomplished as the propeller begins to produce thrust quite promptly. The airspeed and lift build and the aircraft can return to a

safe altitude from which another landing attempt can be made. With a turbo-fan pure jet engine, a safe go-around may not be possible because of the increased amount of time thrust takes to be produced. *If possible, it is always best to go around and try again.*

In the airline world and the FAA, we focus on a stabilized approach. Starting at 1000 feet AGL we need to have the aircraft fully configured for landing. The speed of the aircraft should be between V_{ap} (V-Approach ~5 to 15 knots above V_{ref} (landing speed)). The course of the aircraft should be within 30 degrees of the final approach course, and the sink rate of the aircraft less than 1000 feet per minute. At 500 feet AGL, the aircraft should be +5/-0 knots of V_{ap} , and a sink rate of less than 1000 feet per minute. If any of these criteria are not met, we execute a go-around. I encourage all of you to set up stabilized approach criteria for the aircraft you fly. Keep yourself honest, and execute a go-around if that criteria is not met.

I would like to thank each and every member for reading these articles. I would also like to thank all the members who sent in requests for different topics. Finally, I would like to thank the editor, Mr. Larry Bothe, for allowing me to give you some pointers, feedback, and to share my experiences with you each month. If you have any questions that you would like to be answered, please feel free to email me at adam.springmeyer@gmail.com. Fly Safe, and Blue Skies.

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. 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 Operations* 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.

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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 22, Museum Airplane Ride Day at Seymour
***** No FFFA meeting or newsletter in July *****
Jul 16, (Tue Eve!) Hagerstown (IN) Flying Circus
July 22-28, AirVenture 2019, Oshkosh, WI
Aug 8, FFFA meeting, 7:00PM, Museum
Aug 11, Fly-in lunch, 11-3, Franklin, IN 3FK
Aug 31*, Fly-in, Red Stewart Field, 40I
Sep 2-8, Triple Tree fly-in, Woodruff, SC SC00
Sep 5-7, Midwest LSA Expo, Mt. Vernon, IL
Sep 7-8, Greencastle Airport Days, GPC
Sep 18 (Wed. evening, 4-8 PM) Columbus, IN
Birds 'n Brews (replaces 2019 Airport Day).
Canadian Snowbirds will perform. Don't miss it!
Sep 21*, North Vernon Airport Awareness Day
Sep 28*, Madison Air Show, IMS
Oct 5-6*, Bowman Field fly-in & airshow, LOU
*An asterisk means Cliff Robinson will be performing an air show at that event. If you want to see world-class aerobatics with no admission charge, attend one or more of these events.

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.

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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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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