



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

Volume XIX, Number 7, **July/Aug, 2017**

Larry Bothe, Editor

Website: www.freemanfield.org

New, Lighter Fuel Hose for 100LL

It may seem odd to have a headline involving a piece of rubber hose, but for some of us it's a big deal.

Ever since the airport took over the fuel service (8 years ago?) and put in the new pumps we have had a large diameter hose on the 100LL side that, while very durable, has proven to be awkward to use because of its weight and stiffness. Those of us with high-wing aircraft must fuel from a ladder. The hose weight/stiffness often makes maintaining balance quite difficult.

In July I noticed maintenance supervisor Doug Eaton looking at the hose. He told me he was trying to determine its date of manufacture. Airport manager Don Furlow came out to see what Doug had learned. I asked Don about replacing the hose with a lighter version. Don was initially reluctant to make a change because the present heavy hose had given good service, and it was what the fuel pump contractor had originally recommended. But after some discussion about the safety and convenience aspects of the hose Don said he would look into it. At the July airport authority meeting Don told the members that he was ordering a lighter weight hose for 100LL.

Our fueling system undergoes an annual inspection by an outside contractor. Filters

are changed, pressures and flows checked, and this year, early in September, we'll be getting the new, lighter weight hose. Since it is smaller in diameter it will be a bit longer than the existing heavy one. The present delivery nozzle will be retained. We want to thank Don and the authority for this upgrade in safety and convenience.

Airport News

Some cracks have been discovered in runway 5/23. Since the runway was reconstructed only 4 or 5 years ago there should not be any cracks this soon. Right now the cracks are being investigated. Borings have been taken. BF&S, the airport engineering firm, is working to determine the cause of the cracking. In the meantime, the cracks will have to be sealed up before winter gets here. You can look for 5/23 to be closed at some point this fall while the cracks are sealed.

The FAA is still supposed to fund the reconstruction of remaining northeast portion of taxiway A yet this year. However, it is unlikely that the funding will come in time to do the work this fall before it gets too cold to pave. In order to avoid the possibility of having Alpha closed all winter the entire project will be done next spring.

Some Interesting Aircraft

On June 26th your editor was down at Clark Regional doing a checkride and this V-22 Osprey flew by. It was the first one I had ever seen in flight.



More recently I had the opportunity to do a checkride for a woman from Owensboro, KY who had a one-of-a-kind airplane. David Lowe, a noted expert on Cessna 120s and 140s, built it as a proof-of-concept airplane; that you could start with a Cessna 120 airframe, make numerous modifications, and end up with a Light Sport compliant airplane registered as Experimental.



The airplane started as a Cessna 120 fuselage, the wings were changed to Cessna 150 wings, but with the flaps removed to save weight, and with the long-range Pipeline Patroller fuel tanks. It has a single wing strut on each side; not sure what they are from, maybe custom fabricated. The landing gear is Cessna 140. The engine is a Continental C-90 (stock Cessna 120/140 engine near the end of the production run) with a Sensenich wood prop (half the weight

of a metal one). Thanks to the current owner it now has a B&C Specialties lightweight alternator for continuous power to operate the radio and transponder she added. Again to save weight (remember, it's LSA) there is no soundproofing. Taxiing it around is like living in a tin can. It makes all sorts of noises. Landing it is quite loud as it contacts the pavement. I was thankful for my recently-acquired Lightspeed Zulu 3 noise-cancelling headset, which I really like.

At Oshkosh Frank LaGreca and I chipped in to buy a Minimax aircraft tug. Here's a picture of it under the tailwheel of our Champ.



It is powered by a DeWalt 20v electric drill. The drill has plenty of power to move the plane, but what we have learned so far is that it takes an uncomfortable amount of force to push down on the drill and handle to lift the tailwheel up to move the plane. We have an optional 18" longer (48" instead of the 30" one in the picture) tube/drive shaft on order. I'll let you know next month how that works out.

Louisville Soaring Club News & Views

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

Ed. note: I was late reminding Maggie that it was time to write her column. I suspect that she's out flying in this fine weather. We'll give her a pass this month and hope she has an opportunity to write something for us in September.

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 has accomplished several projects over the summer. We have 3 new sidewalks (and one repaired) leading up to our buildings. The primary entrances to both of our buildings have always had good walkways, but there were no sidewalks from the street to the buildings for 3 of our storage locations. That made moving any heavy object, using carts or rollers, very difficult because the wheels would get bogged down in the grass. Our new sidewalks fix all of that.

The airport authority has been kind enough to allow the museum the use of the old WW-II oil storage shed directly across the street from the main museum building. Airport maintenance supervisor Doug Eaton cleaned a lot of accumulated junk out of the shed. Then museum board members went in and cleaned up dust and dirt, probably gathering in the shed since WW-II (at least it seemed that way). One of the new sidewalks mentioned above is from the shed door out to the street. We have already begun to move long-term storage things into the shed. The additional space allows us to see and get around the things we have in storage. The museum thanks the airport authority for allowing us to use the shed.

The upcoming display changes mentioned in the June newsletter have largely been accomplished. Both the *Tuskegee Airmen* and *Women at Freeman Field* displays have been moved from the small room along the hallway out into the large, well-lit map room. During the process of moving the displays were greatly enhanced. The items are more logically arranged, with many

more documents and pictures framed, and expanded explanations and exhibit signs provided. The small room where the Tuskegee and Women displays used to be has been turned into a staff room. It has a small fridge, microwave oven, tools & supplies, coffee service, and a round table and chairs for breaks and small meetings. Those things are now out of the way of museum visitors.

Another big improvement is getting the propeller blades off the large view-blocking cart and up onto the south wall of the east room in the museum annex. President Joe Clegg spearheaded that effort, which included constructing a stand-off wall spanning an old unused doorway. The result is a display that is much easier to see and understand. We still have some propeller shafts and hubs that will go on the wall to the right of the restroom. Putting the propellers on the wall opened up a whole lot of floor space. We hope to receive some WW-II aircraft engines from the National Air & Space Museum to fill that space. David Gray is working on that for us.

Our media room is now complete. We have been using it to show videos to larger groups of museum guests. It seats up to 18 people. The FFFA (who bought the digital projector) has been using the museum for meetings. Other groups who come to tour the museum also hold meetings in our building from time to time. We welcome this increased use of our facility.

The next major project is to reorganize and expand our sales area in the main building. Right now we have some liquor stands from Hildreth's Liquors that we repurposed to display our offering of DVDs, coffee mugs, etc. We often get requests for wearable Freeman Field items like hats and t-shirts, which we intend to add. In order to properly merchandise all those things, and have reasonable security, we need to devote a large display case to that purpose. We hope to complete that project before Labor Day.

FFFA Treasurer's Report 2 months, June & July

For the period: **June, 2017**

Opening bal, all funds	9,486.80
Opening bal, chkg acct	2,434.84
Income	
Dues	20.00
1/2 Jack's flowers	53.50
Other	
Total Income	73.50
Expenses	
Electric bill	
Sewer bill	9.14
Water bill	15.98
Flowers for Jack Hildreth	107.00
Food & ice for workers	89.85
Other	
Total Expenses	221.97
Transfer from MMF	
Transfer to MMF	
Closing bal, chkg acct	2,286.37
Mny Mrkt Fnd, opng bal	7,051.96
Checks written	
X-fer in from chckng	
Interest earned (3 mo.)	
Closing bal, MMF	7,051.96
Net change, all accounts	-148.47
Grand total, all funds	9,338.33

For the period: **July, 2017**

Opening bal, all funds	9,338.33
Opening bal, chkg acct	2,286.37
Income	
Dues	
Other	
Total Income	
Expenses	
Electric bill	10.57
Sewer bill	9.14
Water bill	15.95
Other - Potty service	27.39
Total Expenses	63.05
Transfer from MMF	
Transfer to MMF	
Closing bal, chkg acct	2,223.32
Mny Mrkt Fnd, opng bal	7,051.96
Checks written	
X-fer in from chckng	
Interest earned (3 mo.)	12.70
Closing bal, MMF	7,064.66
Net change, all accounts	-50.35
Grand total, all funds	9,287.98

Member Accomplishments

At long last **Lance Bartels** has gotten his **commercial glider rating**. He was signed off for it at least twice before finally taking the checkride the middle of August. Lance was held up by a combination of the availability of an examiner (none in our district), his flying schedule, and the weather. Anyway, congratulations Lance, it was a long time coming.

Larry Bothe has **regained** his **instrument currency** after some instruction and an instrument proficiency check by Lance. As part of that event Larry also learned more about the autopilot in Lance's C-182, N210BB. However, there is a difference between legal currency and being truly proficient. Larry still needs some instrument practice to get back to the level of proficiency he once had.

FFFA Programs

At our August meeting on 8/10 we met in the museum so we could use the media room to show pictures members took at Oshkosh. Monte & Mindy Gullion narrated a substantial collection of Oshkosh photos. Other members told of Oshkosh experiences, both past and present.

In September we are tentatively going up to the Air Force Museum in Dayton, OH. For October we're planning to have a guest speaker (a local author). Since the November meeting is close to Veteran's Day we want to have a program with a veterans theme. Karen is working on those programs and will advise us as she progresses along.

D's Diner --

D's has changed their days and hours of operation once again. They are no longer open on weekends; just Monday through Friday, 7:00AM to 2:00PM. I can understand why. I was in there on a Saturday at 8:00 AM recently and I was the first customer of the day. Still, it is disappointing that we no longer have food on the field on weekends.

Interesting Aviation Links

WW-II fighters & bombers: Action shots, many Canadian, but US pictures also. Lots of pictures; viewing them all will take some time. From Floyd Hollandbeck, 7/2/17.

<http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/581/The-Right-Place-at-the-Right-Time.aspx>

The LA Speed Story (5 min video); will make you laugh! From Gail LaPook, 8/5/2017.

<https://www.facebook.com/AviationDirectSA/videos/1881214438808857/>

Ramp Checked?

By Adam Springmeyer

Hello FFFA Members. I hope everyone enjoyed the eclipse. I was lucky to be on the ground to witness the event. With that being said, this event and others similar to it occur once every 18 years (Saros Cycle.) Something similar in their rarity are ramp checks by the FAA. I have had the pleasure of having an FAA Ramp Check 6 times in my aviation career (2 times while acting as the Supervisor on Duty, 2 times as the Director of Safety at a 141 school, and 2 times while actually flying for Republic Airlines.) Every single time the event was quick and easy; a non-event. (Ed. note: In 8000 hours and 44 years, I have never been "ramped".)

So what exactly occurs during a ramp check? What are my legal protections? What if I am cited during a ramp check? These are all common questions about being ramp checked. Let's begin by answering the first and most important question; what exactly occurs during a ramp check? – The FAA representative will approach you and show their identification. He/she will explain who they are and begin by asking you some general questions. They will also ask to see your certificates. Per FAA Regulations, you must allow them to see your Pilot and Medical certificates. The representative will most likely write down the certificate numbers and the basic information. This is to ensure when they write their report they

have the correct information. Next the inspector will likely ask to look inside your aircraft for the following documents. This is within their prerogative.

- Airworthiness Certificate
- Aircraft Registration
- Pilot's Operating Handbook
- Weight and Balance documents
- Minimum Equipment List (if applicable)
- Aeronautical charts (including electronic light bags)
- ELT battery (date not expired)
- VOR Checks (for IFR flight)
- General condition of the seats and seatbelts

After the ramp check has concluded it is very important to get back all your documents. Remember, the FAA Inspector borrowed the documents to make notes. You do not want to just jump back into the aircraft. If you do, now have a violation in the making. It is also important to remain calm and polite. The FAA Inspector is there to make the process as painless as possible, and is not looking for a way to violate the pilot. (Violations = more work. Ed.)

Next month, we will look at Pilot Logbooks, and what could happen if a violation is found during a ramp check, and what legal protections you have during the process.

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

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

Karen James, President, 812-498-4482
Flygirl172@me.com
Jan Sipes, Vice President, 812-522-9446
sipesj@hotmail.com
Secretary, open
Larry Bothe, Treasurer/Membership, 812-521-7400
LBothe@comcast.net
Barty Moffett, Board, 812-528-0012
barty@barty.com
Tom Hallow, Board, 812-569-4293
thallow@3cbb.com
Berl Grant, Board, 812-580-8685
berlgrant@frontier.com

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

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

Cliff Robinson Aerobatics

Open cockpit bi-plane rides in 500HP Stearman Acro and tailwheel training in Super Decathlon
Cliff Robinson, Madison, IN 812-701-9990
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.
Transponder & IFR certification at your airport
Call Andy Zeigler, 812-344-0468

The Engraver

Trophies Plaques Gifts Plastic Signs
Quality Gifts & Awards, Aircraft Placards
1520 Schleter Rd, Seymour. 812-522-6181
www.engraverinc.com

Cherry Hill Aviation

Aircraft Maintenance & Annual Inspections
Tube & fabric work a specialty
Refurb 1981 Cessna Skyhawk for rent
Lance Bartels 812-322-6762

Burn Wood/Waste Oil/Corn Sherrill's Heatmor Furnaces

Dave & Rita Sherrill, 812-569-2242

House Painting, Interior & Exterior

Call Jeff Kleber at 812-525-2042 for an estimate.
Clean, neat work by a full-time professional painter