



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

Volume XX, Number 8, **September 2018**

Larry Bothe, Editor

Website: www.freemanfield.org

EAA Ford Tri-Motor at North Vernon



In the hangar at North Vernon, waiting to take you for a ride.

Due to a cancellation the EAA was able to divert their Tri-Motor to North Vernon for a week of viewing and rides. It arrived late Sunday afternoon and will be available for tours and rides throughout the week, including **North Vernon's Airport Awareness Day on Saturday, September 22nd**. Your editor has ridden in the Tri-Motor; it's a fun thing to do. FMI contact Bryan Swank, OVO EAA chapter President, at 812-343-7022. There is additional information, including ride costs, at flytheford.org.

Freeman Field News -- Tuesday, 9/18/18 could be a good day for our airport

Fuel System Woes: We have been having a lot of problems with the fuel system here at Seymour over the past several weeks. Mostly it has affected the dispensing of Jet-A fuel, but card-reader issues stopped 100-LL sales as well. Then this past Friday a recording on the AWOS system advised that no fuel would be available at Freeman Field until further notice.

At the airport authority meeting on 9/17 it was explained that the card reader went down again. A printed circuit board has been flown in and it is anticipated that the pumps will be back up again today, Tuesday, 9/18. Oh well, nice try. They installed the boards, 3 of them, today, Tuesday. Didn't cure the problem. Now they are flying in *all* the boards (???), to hopefully arrive on Wednesday and be installed on Thursday. Hopefully, we'll have fuel (100LL and Jet-A) flowing again by the end of the week.

Fixing 1st Ave. East: Last month it was reported that there was enough money left in the Taxiway A contract to fix the road, and it would be done in the next few weeks. They ground away pavement to create the transitions at each end to connect with existing good pavement, filled the bad depressions, and put down one coat of blacktop. From the way they left it, it is pretty obvious that there is another, final, layer of blacktop to be applied. There was a delay over some funding issues, but the final layer of blacktop is now scheduled to be put down on Tuesday, 9/18. ... Tue, 9/18, noon; done!

Airport Rules: Again from last month, it was reported that the old, obsolete airport operating rules would be revised. This was precipitated by the desire of the Louisville Soaring Club to use the grass beside runway 14/32 for some takeoff and landing operations. The new proposed rules were planned to be available at this month's airport authority meeting. However, airport manager Don Furlow reported that while some work had been done, more information was still coming in. The new rules will hopefully be available at the next authority meeting on 10/15.

September FFFA Meeting

Larry Bothe, Karen James and Steve Morse fired up the museum's new flight simulator. Karen did the flying. Steve (who had flown it before) and Larry, who assembled a good portion of the system, kibitzed the effort. Karen, a V-tail Bonanza, declared the

simulator to be reasonably realistic, and exclaimed that it was great fun to fly.

October Meeting: The program for October will hopefully be a visit to the Louisville Soaring Club before the weather gets cold. EAA Chapter 729 from Columbus is working on setting up an LSC visit, and the FFFA would like to join in. We'll send more information after a date and time is set. There should be food available.

FFFA Treasurer's Report

For the period: August, 2018

Opening bal, all funds	7,472.55
Opening bal, chkg acct	1,323.71
Income	
Dues	
Other	87.86
Total Income	87.86
Expenses	
Electric bill	10.86
Sewer bill	9.14
Water bill	22.23
Other	
Total Expenses	42.23
Transfer from MMF	
Transfer to MMF	
Closing bal, chkg acct	1,369.34
Mny Mrkt Fnd, opng bal	6,148.84
Transfer out to checking	
Transfer in from chckng	
Interest earned (3 mo.)	
Closing bal, MMF	6,148.84
Net change, all accounts	45.63
Grand total, all funds	7,518.18

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.

We're putting the finishing touches on the flight simulator and annex office renovation projects. Additional large, color, exhibit signs

have been installed. We continue to enhance the visitor experience.

A week ago we received the donation of a restored US Army bicycle. It is on display in the annex near our 1942 Ford fire truck. Since both vehicles are olive drab color they seem to go together. We thank James Bowman of Indianapolis for that fine donation.

We have been working on getting an aircraft engine, and now some other items, from the National Air & Space Museum. The big thing we want is one of the jet engines that was used in the German Me-262 fighter jet from WW-II. There is a lengthy and time-consuming application to fill out. We have that about finished and will submit it soon. After the application deadline (December) then the NASM will decide who gets what. We don't know how long that decision-making process will take.

40 or 50 people, descendants of the black WW-II pilots group known as the Tuskegee Airmen, will be coming down from Chicago to visit Freeman Field and our museum on 9/29. We look forward to hosting them so they can see our enlarged Tuskegee exhibit, and the memorial at the flagpole beside the airport terminal building.

Member Accomplishments

Brian Higginbotham bought a 1971 Piper Cherokee 140. He's working on completing the flight training he started some 35 years ago when he owned a Cessna 150.

Interesting Aviation Links

Nobody sent me anything good this month.

Aviation Security and Safety

By Adam Springmeyer

Hello FFFA Members, and welcome to September, with football season and fall weather, I really like this time of the year. Go Colts!

For this month, I want to recap of what happened in Seattle back in August. I used to fly the Q400, and with 1000 hours in the airframe, it was very fun to fly. There have been plenty of questions how a person with no flying skills could have stolen an aircraft. How did this person manage to fly it the way he did? How could this be prevented in the future?

The individual in question, Mr. Richard Russell, was a Ground Service Agent who helped load and unload the aircraft several times in each day. Once the aircraft was loaded he would take the Cargo Load Report (CLR) to the cockpit. Doing this 5 to 10 times per day, for the period of 3 years, he could easily learn how the aircraft is to be configured before the engines were started. Mr. Russell would then push the aircraft away from the gate, and he could hear the flight crew starting the aircraft and going through their checklists. He also had a paid simulator of the Q400 on his personal computer, and could understand how to fly the aircraft. He also had a SIDA (Security Identification Display Area) badge which allowed him access to the aircraft.

This now raises the question; how do we prevent something like this in the future? In general aviation we are encouraged that if we see something, we need to say something. If you do see something that is of concern, please call 888-GA-SECURE, and notify the airport manager. Please note that calling this number is just to report the incident. You should also call the local police if there is criminal activity. There is an online course with the AOPA to help identify security risks and explain how to prevent them in the future. Take the course for free at....
<https://www.aopa.org/lms/courses/ga-security/>.

Some of the steps we can take to keep our aircraft and airports secure are:

- Anytime we leave our aircraft, we should lock our doors and windows
- Consider keeping the ignition key and hangar key separate

- Install throttle/avionics control locks when the aircraft is not in use
- Lock all hangars and gates when we leave the airport
- Arrange for random security patrols from local police officers
- When passing through security gates, be sure the gate closes all the way before you or your vehicle leave the area
- Change door/gate codes frequently
- Inform the FBO when your aircraft will be gone for a length of time, and make sure your contact information is up-to-date
- Most important of all – Always be on the lookout for suspicious activity and persons such as:
 - Loitering for no apparent reason
 - A person trying to avoid other people
 - Recording or taking pictures of aircraft and hangars
 - Loading unusual cargo onto an aircraft

Finally, if you see someone who raises concerns, please only approach them if you feel it is safe to do so. If there is a risk, then contact your local authorities.

Thanks for reading! I look forward to talking with you in October. If you have any questions, or topics that you would like to have presented, please email me at adam.springmeyer@gmail.com. Fly Safe, and Blue Skies.

Adam

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

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
 Oct 6-7, Bowman Field, air show*
 Oct 13, Cherry Hill Aviation Day fly-in

*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.

Bose A-20 headset for sale, \$650

Used very little; excellent condition
Contact Stephane Prince at
stephane.prince@valeo.com

House Painting, Interior & Exterior

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

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