



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

Volume XIX, Number 10, **November, 2017**

Larry Bothe, Editor

Website: www.freemanfield.org

Two FFFA Members Get PPL in Same 30-day Period!

I have been the editor of this newsletter since I moved to Seymour in 1998, and very involved in flight training here starting the following year. I cannot remember any time in the last 19 years that two FFFA members got their private certificates with 30 days of each other.

Seth Wanning passed his private pilot checkride on October 21st. **Davis Baker** received his private certificate a couple of weeks later, on November 8th. I think this is pretty amazing, especially considering the reduced rate of aviation training for recreational purposes. To the best of my knowledge, both of these pilots are in this because it's fun, and a bit of a challenge. Neither intends to pursue a career as a pilot. Congratulations to both of you.

Airport News

At the airport authority meeting on 11/20/17 Corey Harper (representative from our engineering firm, BF&S) advised that we may actually be able to get the center taxiway reconstructed in 2018 (as it is "programmed", but not yet funded). This would depend on the FAA approving a request for dealing with the "problem" with the way the taxiway intersects with the two runways (05 and 32) be postponed until the reconstruction of runway 14/32 a few years in the future. The FAA no longer approves of taxiway/runway intersections exceeding

90°. The fact that our 135° intersections have been there for 75 years without incident, and changing it would mess up our whole airport layout, may fall on deaf ears. But the fact that those terrible intersections were just reconstructed about 4 years ago when 05/23 was reconstructed, and the part of the center taxiway that needs to be reconstructed is north of the intersections, may allow us to proceed in 2018.

Don Furlow reported seeing a snowy owl out on runway 14/32. They are not common to the US, but have very occasionally been seen as far south as the Gulf Coast states. Don said ours is nearly all white, so it is probably a male. Females have numerous black flecks in their feathers.

Still no lighter-weight hose for the 100LL self-service fuel pump. It's still supposed to be on order (God knows from where!) since August. Maybe we'll get it, with a red ribbon around it, for Christmas.

FFFA Meetings

November meeting: We ended up canceling our regular November meeting because several members wanted to attend the Jackson County History Center dinner in Ewing that same evening, and we were going to be together for the Air Force Museum trip in a few days anyway. The

ADS-B briefing that Karen was going to do in November will now be in January instead.

Air Force Museum trip: We had a good turnout and wonderful weather for our trip. 14 of us went up in 2 vehicles. Barty Moffett borrowed a 10-pax van from Cummins, and we rented another 6-pax vehicle. We even convinced Dave Timbers to come along with us. Barty and Karen did the driving honors so yours-truly got to ride and tell lies. It was great!

Once we got there (2.5-hour drive) we split up and went to the areas where we had personal interest. Several of us went to the Southeast Asia gallery where we went on a guided tour (free) that took almost 2 hours. Then we went to lunch. By dumb luck we were all at the Valkyrie Café to eat at the same time. Over lunch we decided to stay until closing at 5:00 PM. I did a little shopping in the gift shop and then spent the rest of the afternoon in the WW-II gallery. They have the only remaining AT-10 (the



plane that was used training here at Freeman Field) at the Air Force museum; it's always a treat to see it. They also have a Me-163 German rocket plane there, like the full-scale model that Tim O'Connor is building for the museum. It was good to actually have time to read the display descriptions and little histories at each exhibit in detail.

The Air Force Museum is having a 3-day event in May (17-18-19) for the official opening of the Memphis Belle (B-17) display. They are already beginning to reorganize the WW-II gallery to make room for her. I don't think we want to go for the grand opening (it will be a zoo), but a trip again next fall might be a good idea.

Christmas dinner and annual meeting: Just a few days after last month's newsletter was sent out D's Diner here on the field closed. That left us without a venue for our dinner, but a call to The Pines solved the problem. They can accommodate us in the private dining area at the far end of the main dining room, on the same day/time we had planned; Thursday 12/14 at 6:00. The format will be the same as in previous years; social hour at 6:00 (cash bar), dinner at 7:00, followed by election of officers and other (short) business, raffle off some door prizes, and we all go home. **Door prizes:** If you have or could obtain any items for door prizes, please bring them along. If you have an item but can't make the dinner we'll be glad to pick it up. I usually acquire some items in my travels during the year, but 2017 has for some reason been pretty slim.

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 finally has baseball caps (blue, with the Freeman Field logo embroidered on in white) to go with the T-shirts we started selling last month. T-shirts are \$15 and caps are \$20; a shirt and cap bought together are \$30. A set would make a nice Christmas gift.

On Saturday, 11/25, we will begin cataloging the books in our media room.

That will cause us to clean up the mess that has accumulated on our bookshelves. Eagle Scout candidate Matt Rennekamp is spearheading this effort.

We have long wanted to have an interactive electronic flight simulator so we can show/teach visitors the basics of flight. A couple weeks ago Xander Good (Bonnye's son) approached the museum with a proposal to build us a flight simulator as his Eagle Scout community service project. Then just a few days ago your editor came upon the opportunity to acquire the chassis (frame) for a 3-monitor flight simulator setup. Further, I believe we have access to some decent flight simulator software. I think we're on our way!

We have completed the design of our new color tri-fold brochure. It is being printed this week or next. We're about out of the old ones from 2013. A lot about the museum has changed since then.

Louisville Soaring Club News & Views

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

Ed. Note: This column is usually written by Maggie Hettinger, but for November it is penned by LSC board member and glider instructor Mike Carlson.

Do Gliders Fly in the Winter?

Our fellow power pilots might be surprised to learn that gliders fly very well in the winter. Convective lift is a function not of temperature, but of temperature differential. When the sun finally does peek out on these colder winter days, it'll still manage to warm up some parts of the ground faster than others. This warm(er) ground heats the air immediately above, and once this new thermal breaks free of the ground it'll continue to rise as long as the air at altitude is colder than the expanding thermal. We have found that many of our highest altitude

gains have been achieved in late winter and early spring.

The problem is not that gliders can't fly when it's cold; it's that glider pilots themselves get cold. There are no heaters on board so we bundle up and fly anyway. On beautiful winter days there's no better place to hang out than at the top of a thermal, looking down at your friends trying to climb up to you.

You can expect to see us flying on an occasional basis throughout the winter. We will traditionally make an extra effort to fly on New Year's Day, and any other holiday that comes along.

So dig out the long underwear and come join us. If you elect to spend those few hours of sunshine in your own aircraft, you're still invited over to the soaring hanger to sample our special warming fluid afterward. Happy Holidays to all.

Interesting Aviation Links

Proximity paragliding: Paragliders (unpowered) get up close and personal with terrain, buildings and people. 6-min video. From Floyd Hollandbeck, 10/24/2017.
<http://www.flixxy.com/proximity-paragliding-jean-baptiste-chandelier.htm#.We8pW2Uyd90.email>

Challenging airstrip; mountaintop in Indonesia. From Dan Kiel, 10/25/2017.
<https://www.chonday.com/21982/runwamaoun5/>

Military advice & secrets; with pictures and sayings. It's been around before but worth a repeat, and this grouping is very well organized. From reader Jan Harris, 11/19/17.
<http://www.doyletics.com/tidbits/militaryadvice.pdf>

Member Accomplishments

Lowell Depoy rejoined the FFFA after a hiatus of several years. Lowell is the airport manager at Salem and also is the owner of the Piper Museum there. If you haven't seen his museum you should make the trip. You

can contact Lowell at 812-896-4775 to make arrangements.

Dave Timbers celebrated his 90th birthday on November 3rd. Tim & Gayla O'Connor arranged a surprise dinner for him at Cracker Barrel that evening. About 25 FFFA members and friends were on hand to wish Dave many happy returns.



Dave Timbers' 90th birthday, 11/03/2017, at Cracker Barrel. Photo credit Jan Sipes

Icing

By Adam Springmeyer, November, 2017

Hello FFFA Members. Welcome to November. First, I would like to thank all our members who have or are serving in the Armed Forces. Your service means so much to me. I would also like to wish everyone a Happy Thanksgiving. I hope your turkey is delicious and the time with family is enjoyable.

We are approaching winter; it has begun to snow here in Pittsburgh, PA. With that comes a chance for airframe icing. The FAA is concerned about several types of icing; frost, clear ice, rime ice, and mixed. We have been taught all the basics of what each level of icing is, and how it is dangerous. We have also been taught how to get out of icing conditions if we were to encounter them. As a reminder the definition of known

icing is where the formation of frost or ice is observed or detected in flight. The FAA has also added "would a reasonable and prudent pilot make the same decision". We have to be able to use all available information to determine if there is icing along our route of flight.

Known icing has to be looked at with all the different weather charts, and our knowledge of the lapse rate. If we have a low temperature that is close to freezing at the surface, and low clouds in the area, we could potentially get icing on the aircraft if we were to fly through them. Charts that can help are the Freezing Level and the Winds-Aloft. There will not be a temperature associated with the 3000 foot level; however, there should be one associated with the 6000 foot and higher levels. If we see a positive temperature at the 6000 foot level we might have a temperature inversion, and therefore could fly safely through the clouds and not have any icing.

Let's say we have accidentally encountered icing. We begin to see a trace amount forming on the leading edges of the aircraft. The first and foremost idea is to get out of those conditions. Your aircraft might still have the performance to climb to get out of the icing. If you descend you can run the risk of going below the minimum altitude for that area. You can also make a 180 degree turn; you know that behind you there was no icing, so you might be able to avoid the area by turning around. Also do not forget to turn on the pitot heat. This will help you ensure that your airspeed is correct. If you can't get out of the icing area then land as soon as possible.

If you are on final approach and noticed that you still have ice on the aircraft, but have exited icing conditions, you should probably fly at a faster speed than normal. You will likely have to use more power on the approach to maintain that faster speed. Ice doesn't just change the wing shape and

airflow around the wing, but it also adds weight.

Finally, if you are flying an aircraft with known icing approved capabilities, it doesn't mean you can stay in the icing indefinitely. De-icing systems (pneumatic boots and weeping wings) can allow you to continue to your destination, but depending on the amount of ice accumulation and the time, your system could no longer be effective. At that point you should declare an emergency and land at the nearest suitable airport.

Thanks for reading! 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

FFFA Treasurer's Report

For the period: October, 2017

| | |
|---------------------------------|-----------------|
| Opening bal, all funds | 9,183.00 |
| Opening bal, chkg acct | 2,118.34 |
| Income | |
| Dues | |
| Other | |
| Total Income | |
| Expenses | |
| Electric bill | 10.93 |
| Sewer bill | 9.14 |
| Water bill | 15.95 |
| Other | |
| Total Expenses | 36.02 |
| Transfer from MMF | |
| Transfer to MMF | |
| Closing bal, chkg acct | 2,082.32 |
| Mny Mrkt Fnd, opng bal | 7,064.66 |
| Checks written | |
| X-fer in from chckng | |
| Interest earned (3 mo.) | 16.82 |
| Closing bal, MMF | 7,081.48 |
| Net change, all accounts | -19.20 |
| Grand total, all funds | 9,163.80 |

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.

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

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

Dec 14, Christmas party & annual meeting,

6PM, at The Pines restaurant on Rt. 31

Jan 11, FFFA meeting, 7PM, probably in the museum, Karen will give us an ADS-B briefing.

(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.

Merry Christmas
and
Happy New Year

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 Schleiter Rd, Seymour. 812-522-6181
www.engraverinc.com

Larry Bothe

FAA Designated Pilot Examiner
Private and **Sport** Pilot Checkrides
Vintage & Tailwheel Readily Available
812-521-7400

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