



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

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Larry Bothe, Editor

Website: www.freemanfield.org

Airport Closed Due to Ice

For the first time in your editor's memory, going back to 1999, our airport was closed for several days due to ice and snow on the runways. The field was closed to all operations on January 16 after a bad ice storm, followed by snow on top. Runway 5/23 reopened on January 19th. Runway 14/32 was still closed on the 19th, as this piece is being written, but the AWOS says it is slated to reopen on the 20th. That makes sense as temperatures are rising and this stuff will finally be melting. It should be noted that our airport maintenance crew does an excellent job of clearing snow; better than surrounding airports, in my opinion. But there just isn't much they can do with severe ice.

Other Airport News

100LL fuel hose: We finally got the new light-weight 100LL fuel hose, just in time for Christmas. It is much easier to use. Gone is the very heavy weight of the old one and the resultant tension that tended to throw the user off balance while up on the ladder.

Paving projects: Airport paving projects were discussed during the authority meeting on 1/15. We are asking the contractor to put the reconstruction of the northeast portion of taxiway A in their schedule as soon as the weather permits. This is a 60-day project, if we don't get delays from spring rain.

The next project will be the rehab (not reconstruction) of the center taxiway. That

will likely take place in 2019, and then the rehab of runway 14/32 will be done in two phases, in 2020 and 2021.

Both the center taxiway and 14/32 projects have been changed from a reconstruction (dig the old pavement out and build a new taxiway or runway in the same place) to a rehabilitation (correct any structural or drainage deficiencies and then do a top overlay). The reason for that (stay with me here) is a reconstruction has to conform to the current standards of construction of new runways. Our present layout, with the center taxiway and both runways meeting in a 3-way intersection at the south point of the V, does not meet current standards. Changing to meet current standards would result in one of the runways being significantly shortened, which we don't want, and the center taxiway somewhat rerouted. But a rehab is essentially just making repairs to what you have, and the rules say that no design changes are necessary for repairs.

FFFA Meeting

We had about 10 people for our January meeting. Karen gave her ADS-B briefing program. She had created a Power Point presentation for her talk, and then we had a discussion. Zack Grant was there, and he is quite knowledgeable about ADS-B. Zack explain some of the more esoteric features and characteristics of ADS-B. Larry Bothe chimed in with some information about less

expensive ADS-B solutions, and showed some pictures of the ADS-B-in receiver and iPad he has in his Champ.

Larry asked if the FFFA would contribute some money toward the flight simulator the museum is building to introduce visitors, especially young people, to the science of flight. After some discussion the group voted to contribute \$1000 toward the simulator.

Our next meeting, on Thursday, February 8th, will feature a Power Point presentation by member Joe Clegg about his experience when he worked on the space shuttle. We will again meet in the museum so we can use the media room.

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.

Room usage changes: We have made a major change in how we use 3 of our rooms. The media center has been moved to the diorama room to get it much closer to the entrance, and away from the somewhat noisy HVAC unit. The glass cases from the diorama room, along with others from the entry room, have been moved to the center of the library room (where the media center used to be). The Capt. Freeman display has been moved from the west wall of the entry room to the south wall, thus opening up more space for our gift shop area. It all works much better, looks good, and enhances the visitor experience.

Book cataloging: The book cataloging project has been on hold while we finish up the room usage changes.

Flight simulator: This project awaits the outcome of two grant applications which we

hope will raise the last of the funds to complete this \$3050 budget project. In the meantime, the FFFA has given the museum \$1000 toward the simulator project. We greatly appreciate their generosity.

New acquisition: Brad Stinebring, President of Columbus EAA Chapter 729, has given our museum a 77-year-old bottle of bourbon whiskey originally purchased by the War Department during WW-II. Brad "won" the bottle with the high bid in a silent auction held by the Atterbury-Bakalar Air Museum in Columbus. Brad bid on it with the intent of donating it to our museum if he won. His thoughtfulness and generosity are remarkable. Thank you, Brad.

After receiving the bottle we had to figure out how to protect and display it. One of our directors remembered that we had a small, old glass cabinet in storage. Larry Bothe took the cabinet home, rebuilt and refinished it, and added a light and back-board for explanatory signs. Here's a picture of the result.



Louisville Soaring Club News & Views

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

Nothing from Maggie. She's still recovering from our frigid New Year's Day outing. Remember, gliders don't have heaters. There is a limit to this activity.

Larry Bothe "retires" from being an FAA Designated Pilot Examiner

Why? Because I'm going to let my 3rd Class medical certificate expire at the end of January, and go to BasicMed. And you can't be an FAA DPE of any sort without at least a 3rd Class medical. Here's the story.

A little over a year ago, in November of 2016, I went to the hospital emergency room with chest pains. Not Good! I ended up at Columbus Regional Hospital and spent that afternoon, all the next day, and the morning of the 3rd day, undergoing all manner of testing, including a heart catheterization (run a camera up into your heart for a look). The end result from the cardiologist was that I "did not have a cardiac event" (no heart attack), there is no evidence of ever having a heart attack in the past, and I have no significant blockage. Well, OK then, that's all good, right?

Um..., not so fast. They could not come up with reason for the chest pains, and along the way I didn't do very well on some of the testing; especially the treadmill. I just don't do well on treadmills. Also, my heartbeat is somewhat irregular; has been for years. Now, combine this with the requirements to renew an FAA medical certificate. When you apply for a medical certificate you are required to disclose any visits to medical professionals in the past 3 years, and all hospitalizations, ever. If the FAA finds out that you had "chest pains", they go nuts. But I have a cardiologist report that says I'm OK; won't that make the FAA happy?

In order to find out if the good report would satisfy the FAA I consulted with the AOPA medical department while I was at Oshkosh. The head guy, Gary Crump, was there. He used to be the Federal Air Surgeon, so he might know a little about how the FAA medical bureaucracy works. He had me send him all my records from the hospital and doctor visits relative to the chest pains. After review Gary advised me that the FAA would for sure order a new battery of tests,

including the dreaded treadmill. Of course, it's very possible to fail. And if you fail a medical then you have to stop flying, period, no fall-back position.

But what about BasicMed? Well, it's just like Sport Pilot and the driver's license medical. If you fail your most recent test for any class of medical then you can't use your driver's license as a medical for Sport Pilot. Once the FAA has determined, through direct examination, that you're not qualified to fly, then you're done. So I thought about what Gary Crump told me for a week, and came to the conclusion that I am not willing to run the risk of failure and have to quit flying altogether. I decided to let my 3rd Class medical expire at the end of January, 12 days from now, and go to Basic Med so I can keep flying. In fact, I have already done BasicMed (seen my family doctor for the required exam, and taken the online course about self-certification), so I will have no lapse in being able to fly. BasicMed allows me to continue to be a CFI, and get paid for it, but not be a DPE. There is a good possibility that down the road the FAA will alter the BasicMed rule to allow DPE activity, but not in time to save me.

I thought I could continue to be a DPE for Sport Pilot only, because no Sport Pilot activities require medical certification beyond holding a valid driver's license from your state of residence. However, I learned from my boss at the FAA, Jim Martin, that in order to be a designee to perform practical tests for any certificate or rating, including Sport Pilot, at least a 3rd class medical is required. So, I'm done in 12 days.

Remember the saying "Be careful what you wish for; you might get it"? I think maybe I got it. For the past 2 years I have been complaining about having too much flying work, and not enough time for other things (wife, museum). I was trying to figure out how to reduce the number of checkrides I was doing, and I vowed not to take on any new students until the four I already had

finished up. Now all of a sudden I have nothing in my schedule. As I write this I don't have a single flying appointment, of any sort. What an abrupt change! This might take some getting used to.

Before I leave this subject, would you like to know about the chest pains that started this chain of events? The cardiologist called them "pains of unknown origin", and advised that in perhaps 50% of chest pain cases they can't tell where they came from; just that the patient didn't have a heart attack. In my case it took about 9 months to find out what caused my chest pains. While reading the August, 2017 issue of *Consumer Reports* magazine, in an article about excessive and long-term drug consumption in America, there was mention that the users of a drug called Omeprazole (trade name Prilosec) for heartburn can experience severe heart-attack-like chest pains if they inadvertently miss a daily dose. I was (I'm off the drug now) one of those long-term users of Omeprazole, and I imagine I missed a dose that day.

Member Accomplishments

Remember long-time FFFA member **Marshall Grooms**? He and his wife Diane moved to the Phoenix, AZ area a couple of years ago. Lance Bartels was out that way the first week of January and had lunch with Marshall. Here's a picture.



Nature's Fighter Pilots

From Marshall Grooms, 1/3/2018

This came from a gentleman who runs a 2,000-acre corn farm up around Barron, WI, not far from Oshkosh. He used to fly F-4E's & F-16's for the Guard and participated in the first Gulf War.

I went out to plant corn for a bit, and witnessed 'The Great Battle'. A golden eagle (big, with about a six-foot wingspan) flew right in front of the tractor. It was being chased by three crows that were continually dive-bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them.

At any rate, the eagle banked hard right in one evasive maneuver, and then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too and took up positions around the eagle at 120 degrees apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance.

Then the reinforcement showed up. I happened to spot the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact, the eagle on the ground took flight, (obviously a coordinated tactic; probably pre-briefed) and the three crows that were watching the grounded eagle also took flight -- thinking they were going to get in some more pecking on the big bird.

The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers, and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead.

The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow that was streaking eastward in full burner, made a short dive, then banked hard right when the escaping crow tried to evade the hit. It didn't work - crow #3 bit the dust at about 20 feet AGL.

This aerial battle was better than any air show I've been to, including the War Birds show at Oshkosh. The two eagles ripped the crows apart, and ate them on the ground; and, as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by, and you could see in the look of that bird that it knew who's Boss of the Sky. What a beautiful bird!

I loved it. Not only did they kill their enemy, they ate them. One of the best Fighter Pilot stories I've seen in a long time.

FFFA Treasurer's Report

For the period: December, 2017

| | | |
|---------------------------------|--------|-----------------|
| Opening bal, all funds | | 8,888.05 |
| Opening bal, chkg acct | | 1,806.57 |
| Income | | |
| Dues | 110.00 | |
| Dinner payments | 410.00 | |
| Other | | |
| Total Income | | 520.00 |
| Expenses | | |
| Electric bill | 49.30 | |
| Sewer bill | 9.14 | |
| Water bill | 15.95 | |
| Christmas dinner | 438.30 | |
| Other | 1.00 | |
| Total Expenses | | 513.69 |
| Transfer from MMF | | |
| Transfer to MMF | | |
| Closing bal, chkg acct | | 1,812.88 |
| Mny Mrkt Fnd, opng bal | | 7,081.48 |
| Checks written | | |
| X-fer in from chckng | | |
| Interest earned (3 mo.) | | |
| Closing bal, MMF | | 7,081.48 |
| Net change, all accounts | | 6.31 |
| Grand total, all funds | | 8,894.36 |

Interesting Aviation Links

Didn't get any this month.

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

Feb 8, FFFA meeting, 7 PM, Joe Clegg will give a presentation about his time working on the Space Shuttle. Meeting in the museum.
 Mar 15, EAA 729 meeting, Atterbury-Bakalar museum media room, 6:30 PM, **Larry Bothe** gives presentation *Fly the Easy Way, 21 Tips & Tricks I have Learned in 44 Years of Flying*
 Apr 10-1, Sun 'n Fun 2018, Lakeland, FL
 Jun 10, Sinful Sunday at Lee Bottom
 Jul 8, Sinful Sunday at lee Bottom
 Jul 23-29, AirVenture 2018, Oshkosh, WI
 Aug 12, Sinful Sunday at Lee Bottom
(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. 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. Aircraft is IFR-equipped and the annual was recently 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

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