



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

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Larry Bothe, Editor

Website: www.freemanfield.org

Birds are Back Sandhill Cranes Winter in Our Area

Airport News

Birds, propane (noise) cannon: The maintenance crew activates the propane cannon if/when the birds land on airport property. However, when they are just flying around the cannon remains silent. And fly around they do. Your editor just read a piece in the paper explaining that the Seymour area used to be just a stop in the cranes' migration route. However, in recent years we have become the destination for a lot of them; they winter here instead of further south. The article cited mild winters and abundant food as the reason for this unfortunate change. The birds will head back north as we really get into spring, but for now were stuck with them.

New grass strip: The new strip, created for the glider pilots, falls short of Indiana state requirements for public grass strips. The strip, as presently seeded, is 50' wide x 1800' long. IN mandates 100' wide by 2000' long. However, the FAA, which generally has jurisdiction over all things aviation and supersedes state regs, has no such requirements, and our current grass strips, which have been here for years, don't come anywhere close to meeting those requirements. Seymour is scheduled for an inspection by the INDOT Aviation Department in March. It is hoped that these discrepancies can be resolved during the in-person visit. Any necessary adjustments will

be made, and then we can obtain an operating certificate for the new strip.

Bumps, humps & blow-ups: Your editor asked at the airport authority meeting on 2/21 if there were any plans to grind off and seal the many bumped-up pavement spots that have popped up in recent years. Don Furlow said that when the weather gets warm they will survey the ramp area, find out how many humps & bumps there are, and determine the cost to fix them. Once the cost is known the authority will decide how to proceed.

Taxiway Alpha: From time to time we report on the status of the reconstruction of the northeast portion of Alpha, out to runway 23. We have been working on getting an FAA grant to do that work for several years. It now appears that the grant will be approved this year, with the money forthcoming sometime between mid-August and mid-September. If we get the money in August the work can be done this year, before winter. If it comes in mid-to-late September then actual construction will probably be postponed until the spring of 2018. If the work starts but it gets too cold to pave then the taxiway would be closed all winter. We don't want that to happen.

The next capital improvement project is to reconstruct taxiway Charlie, the center

taxiway south to runways 5 and 32. Once Charlie is done then we will have "closed the loop" of load-rated pavement to and from runway 5/23 and the ramp. Right now the reconstructed runway 5/23 is load rated for heavier aircraft (think C-130's), but you can't get to and from the runway on certified pavement.

3rd Class Medical Reform

The only thing to report is that the Trump administration's rules about new rules from the government won't delay the implementation of 3rd class medical reform. It will go into effect on May 1st as planned. It will be really interesting to see if a whole lot of dormant pilots suddenly come out of the woodwork. I'm sure there will be some, but I think that pilots who have been out for a while will have lost the flying habit, see how much it costs to rent planes these days, and perhaps just not bother. In my opinion, the real affect will be that older folks will keep flying longer since they won't have to deal with the FAA medical bureaucracy. Your editor will likely be in that group.

FFFA February Meeting

This was the first meeting held on the 2nd Thursday of the month. Your editor wasn't there because he was goofing off in Florida. (That's where I am writing this part of the newsletter.) Karen reported that the meeting went well, with 7 members in attendance. The screening of the movie *Sully* was successful, but one of the DVD drives in the media computer worked better than the other. We'll know that for future reference. Karen didn't mention it, but it was the first time we showed a movie on the big (wide) screen the museum bought late last year. I'll bet it was nice.

FFFA March 9th Program

Our March 9th meeting will again be held at the museum. Guest Bob Walker, president of the glider club, will tell us a bit about how the glider club operates and show a DVD about soaring out west.

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.

As usual, the museum is working on a variety of projects. Getting the donated boat ready for sale is coming along. The trailer is almost all painted. We have the correct engine manual now and believe that the cooling water system is OK. After some electrical wiring issues are corrected we'll be ready for "sea trials" in the river. We'll fix the seating and be ready to offer it for sale. If you know anybody who would like to own an 18-foot tri-hull runabout with a 135-hp outboard at a bargain price, please spread the word.

We are thrilled with our electrical (lighting) upgrades as reported last month. It is so nice to throw a couple of switches and have all our lighted display cases come on. The LED-panel ceiling lights are a great improvement over to old fluorescent tubes that didn't come on half of the time. We still have electrical upgrades to do in the annex when our contractor can get to it, hopefully by the end of this month.

We have an idea to use many of the instruments in our radio and instrument display case to create a replica of a P-51 instrument panel. That way museum guests can not only see the instruments, but they can view them in the way a WW-II combat pilot would have seen them in flight. So far we have a large color print of a P-51 panel, and know that we have most of the instruments to populate a replica. Just exactly how we go about creating the replica has not yet been determined.

Member Accomplishments

Jason Petro & wife Nicole moved to Texas at the end of December. They sold their

business, Red Star Pizza, here in Seymour, to a guy from Bloomington, IN. He decided to close it up here and reopen at a location in Bloomington. Red Star in Seymour is gone. Jason & Nicole are managing the Pecan Park RV Park in San Marcos, Texas. That's in south-central Texas between Austin and San Antonio.

The FFFA welcomes **Bob Walker** to our group. Bob is President of the Louisville Soaring Club, which recently moved to SER. He is rated in both gliders and power planes, and owns his own glider. When you ask Bob where he is from he replies "Anchorage". Wow, all the way from Alaska! Not really; he lives in Anchorage, Kentucky (eastern suburb of Louisville).

Two more LSC members have joined the FFFA. They are **John Stasiowski** and **Mike Carlson**. Like most glider pilots, they also fly powered planes, both hold ATP certificates. And yes, they both own gliders. Mike is one of the club instructors.

Louisville Soaring Club News & Views

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

Watching the Winter Skies, Waiting, Remembering, Waiting...

Mike Carlson: "I can see the day I'm waiting for. I can smell it and taste it. I'll know a couple of days ahead of time by hawking the the forecasts and studying the winds and temps aloft. Others in the club will be watching too, and about 2 days prior, the Facebook page will light up with calls to fly and pleadings for a tow pilot. The day will begin crisp and clear, and all of us will arrive early to get the gliders ready. We launch and spend the first 30 minutes or so snooping around the local area, checking the thermal strength and reliability, then with our hopes confirmed, we'll be off. Probably in all different directions. The aim is the same - to fly farther and faster and higher than anyone else. In my mind's eye, I imagine being a hundred miles from home, making my last turn point as the day peaks.

Seven thousand foot cloud bases, I run along the bottoms, the nose pushed over at 100kts. Finally overhead the field, task completed, with a safe landing and good camaraderie as the sun sets. It gets no better. Not at all."

Bob Walker: "I have many, many memorable events from my relatively short stint with soaring. First one was my off field landing in the wheat field. After flying power for many years and always dreading the possibility of an off field landing, it was finally, REALLY, happening. I landed into a 20+ kt wind and between the wind, a slight uphill pitch, and tall wheat thrashing the wings I didn't roll 100 feet. No damage, what a relief. Others include first ride on wave and each and every one of the SSA badge element accomplishments. I am a strong proponent of the badge system as motivational tool for advancing one's soaring skills."

Maggie Hettinger: "Sunday afternoon Aug 2, 2015, I had the best flight of my life. Ever. I have been playing this game for three years, and the longest glider flight I ever made was an hour and a half, always scratching to stay up between 2000 and 3000 ft. (A lot of work. Constant attention to every move.)

"But Sunday I finally did it right and went soaring. I took a thermal up to 5500 ft. and then found areas of lift that later became cloud streets and spent three hours just moving back and forth, a lot of it over Nazareth, checking out my sisters' homes, mostly moving from one cloud area to another, learning where to move to keep high, circling, circling, then flying on. Sometimes it was so smooth I would forget I was even in the glider. Just being there, moving like swimming. When I finally decided to come in, I was at 6100 feet right over the airport and got to do all kinds of fun maneuvers just to bring it down. It was everything I hoped it would be, and that was the first time for this grandmother turned aviator."

Lance Bartels: Great memory—my first solo in Bolder Co with a thermal at the end! I'm excited for the new season.

John Uhl: One of the most rewarding aspects of towing sailplanes is that I get to participate in other people's dreams. Over the years, I have towed people for their first ride in a sailplane, and then watched from the sidelines as they

returned with a huge smile on their face. I have towed numerous first-solo and rating check-ride flights that have opened the door to a new world of flying experiences and skills that cannot be found elsewhere. I continue to be grateful for these memories.”

Interesting Aviation Links

C-130 carrier ops; no tail hook, no catapult. Pretty neat! Sent along by reader Dirke Vallo.

<https://m.youtube.com/watch?ebc=ANyPxKpIv38VWgqxJsLpuP5AZdmusq7SCyWTiPeQooALtaXYP2Rnu8b0ri7c6AtZiD2XJ7TdxhEo&v=uM5AI3YSV3M>

Trump’s plane; check out the plane President Trump is trading in for Air Force One. Follow the link at the end for some interesting history about the planes called Air Force One. From Rob Wilmoth, 1/25/17.

<http://www.businessinsider.com/donald-trump-president-boeing-757-airliner-trump-force-one-2017-1>

Dreamlifter cargo plane; short video (1:03), just put up with the ad that runs first, it’s very short. This is the massive cargo plane that Boeing uses to move airliner assemblies around the world. It is converted from a 747-400. There are 4 of them. From Rob Wilmoth, 1/30/17.

<http://www.businessinsider.com/boeing-massive-dreamlifter-takeoff-747-plane-parts-world-2017-1>

Big planes close to the ground (or to other planes). This link may have been in the flash some years ago, but it’s worth checking out again. There are several shots with a hotel in the background and a big sign that says Islander Club. That’s on the island of St. Maartens, Princess Juliana Airport. Your editor has stood on the beach there, beer in hand, and had planes land over top of him. Pretty scary! They are VERY close. Again, from Rob Wilmoth, 1/30/17.

<http://strangevehicles.com/content/item/166180.html>

The Red Baron: The following is a very rare piece of film, 100 years old. No sound. It shows Baron Manfred von Richthofen doing a pre-flight inspection prior to a mission, as well as his putting on a flying suit prior to flight in cold weather. If you

look closely you will notice Hermann Goering in the crowd.

The Red Baron was shot down on 21 April 1918 by Roy Brown of the Royal Navy Air Services, a prelude of the RAF. The Aussies also claim that one of their machine gunners on the ground shot the Baron down. UK & Aussie Doctors, after the autopsy, stated that the fatal bullet was shot from above.

<https://shar.es/12Ag7e>

T-Hangars at SER

There are no T-hangars available at this time. 6 people are on a waiting list. T-hangars rent for \$85/mo. Call Diane at 812-522-2031 for up-to-date information.

FFFA Dues

We’re down to 21 members who have not paid their 2017 dues. I will be contacting them soon to determine their continued interest in our organization.

Treasurer’s Report

For the period: January, 2017

Opening bal, all funds		9,658.38
Opening bal, chkg acct		2,621.07
Income		
Dues	160.00	
Other		
Total Income		160.00
Expenses		
Electric bill	123.35	
Sewer bill	9.14	
Water bill	15.28	
Other		
Total Expenses		147.77
Transfer from MMF		
Transfer to MMF		
Closing bal, chkg acct		2,633.30
Mny Mrkt Fnd, opng bal		7,037.31
Checks written		
X-fer in from chckng		
Interest earned	5.95	
Closing bal, MMF		7,043.26
Net change, all accounts		18.18
Grand total, all funds		9,676.56

Takeoff Performance

By Adam Springmeyer

I had an interesting trip that I would like to share with you that happened on Friday, February 10th. The crew started the day in Colorado Springs (KCOS) and were scheduled to fly to George Bush Intercontinental (IAH) in Houston, then to Louisville (KSDL). We were set for 70 people (which is a full flight), and 58 bags. The flight was dispatched as a takeoff from Runway 17L (13,001 feet long). The wind according to the ATIS was out of 200° at 10 knots, and a temperature of 25° C.

Before any Part 121 flight can leave the ground there has to be a dispatch release created for each flight. Each release must contain the following information: Flight plan, performance of the aircraft, departure and destination weather, weather for each airport along the route, all NOTAMS, any mechanical write-ups, and the crew operating the flight. (I have personally had flight releases that were 25 pages long.) The release is verified by the Captain and First Officer, and an acceptance message is sent via ACARS (Aircraft Communication Addressing and Reporting System; a text message service for airplanes) or via telephone with dispatch.

At the time we were boarding up and leaving the wind had changed to 340° at 25 gusting to 34 knots. The temperature was still 25° C. The low level wind shear (LLWS) and Microburst sensors were activated. The runway for departure changed to runway 35R. The runway length and the temperature remained the same so the takeoff performance numbers should have remained close if not the same right? Wrong!

Since the dispatch was planned on one runway, and not the other, the flight crew had to rerun the calculations and request the new numbers via ACARS. The screen asks for the basic information of Runway,

Wind, Temperature, Dry or Wet runway, Altimeter setting, and Takeoff Weight. The results come back as the airplane's Zero Fuel Weight (ZFW), Center of Gravity, Maximum allowed airplane weight, max runway weight, and the appropriate speeds.

What the crew was not aware of, at the time, was the runway slope on runway 17L verses runway 35R. One runway 17L the runway sloped upwards at 0.61%. Runway 35R sloped downwards at 0.61%. So we basically have a runway that slopes uphill if you are going south, and a runway that goes downhill if taking off to the north. The effect of using runway 35R and its down-slope hurt our performance numbers, and it was determined that we would have been operationally reduced in our weight by 1200 lbs. The average passenger weight is 180 lbs. The average baggage weight is 35 lbs. With this information, we needed to remove 6 people and their bags.

Thankfully, before we took any action, ATC told us a new ATIS came out changing the runway configuration back to runway 17L for departure. This changed our numbers again, and we were able to get everyone on board.

Performance numbers are something that we should always keep checking, and when flying at unfamiliar airports, be sure to include the runway slope in your calculations. Be safe, and talk with you next month.

..... Adam

Ed note: When I first read this piece I was confused. I know from a fair amount of personal experience that taking off downhill *enhances* performance. The airplane accelerates more quickly, gets off sooner, and uses less runway. Why then did Adam's flight have a problem? I asked him. It had to do with braking. It is required that a commercial airliner be able to accelerate to V_1 (decision speed), the pilot decide to abort, and still have enough remaining runway to stop. The downhill may have helped the accelerate part, but it hurt the stopping part to the point that it was unacceptable at their heavy weight.

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

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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

Mar 9, FFFA meeting, 7PM, at the museum.
Guest Bob Walker will tell us about soaring club operations and show a DVD about soaring out west.

Sun 'n Fun 2017 April 4-9, Lakeland, FL
AirVenture 2017, July 24-30, Oshkosh, WI
*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

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