



# Freeman Flash

NEWSLETTER of the FREEMAN FIELD FLYING ASSOCIATION

Volume XVIII, Number 3, March 2016

Larry Bothe, Editor

Website: [www.freemanfield.org](http://www.freemanfield.org)

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## April FFFA Meeting to be Held at Cherry Hill Aviation

The program for April (meeting on April 5<sup>th</sup> at 7:00 PM) is the showing of the 1-hour video, *The Story of Captain Winkle Brown*. Eric "Winkle" Brown was England's most famous aviator. He died last month at the age of 97. If you're interested you can read his obituary in advance of the video at <http://www.telegraph.co.uk/news/obituaries/12167611/Captain-Eric-Winkle-Brown-obituary.html>

It is necessary to hold the meeting at Cherry Hill because we need an Internet connection to stream the video.

Last month the meeting program was to have been a presentation by a "mystery guest". However, the mysterious person was ill and couldn't make it. The idea of putting on an Airport Awareness Day this year was discussed but no date was selected. A possible date would be August 20<sup>th</sup>, one week before North Vernon (see Event Calendar on page 5), or let it go into October and have it on 10/8, the Saturday between Oktoberfest and Ft. Vallonia Days.

**Road Trip:** Karen picked the date of Tuesday, April 26<sup>th</sup> for our road trip to Wilbur Wright's birthplace museum. It is near the town of Hagerstown, IN, not far from New Castle, about a 2-hour drive. The tour takes 2 hours, and with lunch thrown in we'll be gone all day.

### Slow News Month

There just isn't anything very exciting to report to pilots this month. At the airport authority meeting on Monday we learned that Jeff Elsner is apparently selling his Aerial Farmer crop spraying and seeding business. He asked the authority to put the green hangar lease in another person's name. Note that Jeff said just the green hangar; not the blue one.

The five long white buildings across the street from the terminal building will be getting new roofs. Those five buildings housed Link trainers (flight simulators) during WW-II. They were partially reconstructed in the 50's, and more recently had vinyl siding applied. The roofs have been in bad shape for several years. Brown metal roofing will be applied over the existing deteriorated shingles. Since there is no tear-off the work, slated to begin the middle of April, should go quickly. The museum of course is thrilled since it occupies 2 of the 5 buildings.

In March the airport had its INDOT annual inspection and passed with flying colors.

Corey Harper, the airport's engineering company (BF&S) representative, reported that while it is very likely the FAA will fund

the taxiway A northeast end reconstruction this year, funding will not likely be received until late August. That makes it questionable whether or not to actually do the work in 2016 before it gets too cold to lay blacktop. The authority and the contractor will have to work it out and decide if they can get done in the fall, or wait until spring of 2017. It's about a 60-day project. We don't want the taxiway to our primary runway (23) torn up and closed all winter.

## Member Accomplishments

**Jack Hildreth** has still not returned home from his heart valve replacement and triple bypass surgery about a month ago. The surgery went fine and his heart works well, but other complications set in. The short version is that he did not come out of the anesthesia well. His kidneys shut down, he has a bowel infection, and is breathing on a respirator. He has been transferred from the St. Vincent's heart center to an acute care facility called Seaton; all this up by Indy. He has improved in the last week and can now sit up in a special chair and responds to things read to him. He can't talk. Jack will require extensive physical therapy since he has been immobilized for so long. .... This information is current as of 3/20/16.

## 2016 FFFA Dues – We're About to be Done Here!

Putting aside the 3 members who are snowbirds and will pay up shortly when they return from Florida, there are 7 people who have not yet paid their dues. I have sent several group reminder e-mails. On March 12<sup>th</sup> I sent an individual message to each person who still owes 2016 dues. A few responded and said they would send a check, but only one has turned up thus far (3/23). Folks, I just don't have time to work on dues collection all year long. Dues were due in January. If you don't pay your dues by the time the April newsletter comes out, you won't receive it. Sit down, write a check, put it in the mail. How hard can it be? Pay several years in advance so you

don't have to worry about it each year. Dues are \$10 per year. Make checks payable to FFFA and mail to Larry Bothe, 1082 Governors Ln, Seymour, IN 47274-1135. Thank you.

## Treasurer's Report

For the period: February, 2016

<b>Opening bal, all funds</b>	10,589.59
<b>Opening bal, chkg acct</b>	<b>3,572.07</b>
<b>Income</b>	
Dues	
Other	
<b>Total Income</b>	
<b>Expenses</b>	
Electric bill	121.67
Sewer bill	9.14
Water bill	14.89
Other	
<b>Total Expenses</b>	<b>145.70</b>
Transfer from MMF	
Transfer to MMF	
<b>Closing bal, chkg acct</b>	<b>3,426.37</b>
<b>Mny Mrkt Fnd, opng bal</b>	<b>7,017.52</b>
Checks written	
X-fer in from chckng	
Interest earned	
<b>Closing bal, MMF</b>	<b>7,017.52</b>
<b>Net change, all accounts</b>	<b>-145.70</b>
<b>Grand total, all funds</b>	<b>10,443.89</b>

## Odd Aircraft at Seymour

An Erickson Sky Crane was here in January.



## Interesting Aviation Links

**RV-14 drop testing**; how Van's Aircraft tests a new design. 7-minute video. From Paul Rawsley, 3/5/2016.

<https://www.youtube.com/watch?v=KbFMogBNUa0>

**Flying Over America**; really nice aerial views of some of our country's most prominent landmarks. From Mike Jordan,

3/11/16. Ed. note: I have personally flown very close to the Statue of Liberty, over/through the big buildings in NYC and Chicago, up to the Washington Monument (got hollered at for that one) and real low over Niagara Falls. Can't do those things anymore.

<https://www.youtube.com/embed/KcuDdPo0WZk>

**Full-scale Spitfire replica**, 6-min video, very cool, from Dirk Vallo, 3/17/16. <https://www.youtube.com/v/pzkoTulqA1U&autoplay=1&rel=0>

### **Third Class Medical Reform**

From *Flying* online newsletter, 3/10/2016

The Senate has introduced a (an FAA Reauthorization) bill that scraps a House plan to privatize ATC but includes lots of other provisions, including third-class medical reform, new aircraft certification rules and a requirement that UAV pilots pass a written exam covering aviation regulations.

The bill's third-class medical reform language is being championed by AOPA and the Experimental Aircraft Association as part of the so-called Pilots Bill of Rights 2. It would allow tens of thousands of private pilots to continue flying without ever having to receive an FAA medical exam.

The legislation also sets aside money for NextGen (ATC) modernization, Part 23 aircraft certification reform and the transition to unleaded fuels for piston airplanes. General aviation groups applauded the bill for retaining many popular reforms, seen as vital for the future of general aviation, while doing away with ATC privatization, which many charged would have benefited major airlines and opened the door for future GA user fees.

Now the Senate and House versions have to be worked out. In the meantime the congress has passed another short-term continuing resolution to fund the FAA through the end of July.

### **Museum Archives**

*The Freeman Army Airfield Museum is a completely separate entity from the Freeman Field Flying Association. Some of our board members (Larry Bothe, Berl Grant) overlap. The FFFA on occasion supports the museum with gifts of money for worthy projects. For more information go to [www.freemanarmyairfieldmuseum.org](http://www.freemanarmyairfieldmuseum.org).*

The museum's most recent project has been to frame and re-hang the large (32" x 40") unit insignias created many years ago by Don Hill. The cost to do the framing commercially would have been about \$200 each, or \$1400 for the seven of them. By purchasing the materials and doing the work ourselves (Marty Schwab & Larry Bothe) we framed them all for about \$210 total cost, or \$30 each.

The museum has received a grant from the Greater Seymour Trust Fund for the purchase of new outdoor signs for both the main and annex buildings. The signs will be erected as part of the annual Day of Caring to be held on May 10<sup>th</sup> this year.

### **Ask an Instructor -- What's Required – VFR Style**

By Adam Springmeyer, March, 2016

So it has been a long winter for some of us. Today looks as if it is going to be one of the best days to fly. We are seeing clear blue skies, calm winds, with a temperature of 60°F (15°C). (I know this is a fantasy dream day, but we can all just pretend.) We confirmed our suspicions with a Flight Service Specialist, for a 1 hour flight around the local area, with at least 3 takeoffs and landings.

Our imaginary airplane for this article will be a 2005 Cessna C-182. This airplane is equipped with conventional instruments (standard 6 pack), a Garmin G430 moving map display unit, 1 back up King NAV/COM, a 4096 Mode S Transponder, and dual axis autopilot with altitude capture and hold. (I know we can all dream, especially the author of this article.)

Our airplane just got out of maintenance for its Annual inspection, and has been sitting in the hangar since December of last year. We know that our maintenance logs are up to date, the airplane has the correct amount of oil, and our tanks have been topped off. Now it's time for the preflight inspection. We are going on a simple VFR day flight, but what was the required equipment that I am looking for on this preflight inspection? Didn't my instructor tell me a quick simple phrase to remember? Oh, yeah, TOMATO FLAMES. Now what did that phrase mean?

T – Tachometer (Engine's RPM Indicator) – one for each engine  
O – Oil Pressure Gauge – one for each engine  
M – Manifold Pressure Gauge – one for each engine (if applicable)  
A – Airspeed Indicator & Altimeter  
T – Temperature Gauge (if the engine is water cooled) – one for each engine (if applicable)  
O – Oil Temperature Gauge – one for each engine

F – Fuel Gauge – one for each tank  
L – Landing Gear Position Indicator Light(s) (if applicable)  
A – Anti-Collision Lights (for aircraft certified after March 11, 1996)  
M – Magnetic Compass / Magnetic Position Indicator  
E – Emergency Locator Transmitter (ELT)  
S – Shoulder Harness (for aircraft manufactured after July 18, 1978)

So we have noticed that all these items seem to be on board. We are legal to fly with these minimum instruments and equipment. Please join us next month for a discussion on what is needed for an IFR flight.

--- Adam

## **The P-38 Lightning**

From Mike Brueckmann, 3/20/2016

1) The P-38 was the first fighter to fly faster than 400 mph.

2) It was the only American fighter aircraft in production throughout the entire American involvement in WWII.

3) The P-38 was nicknamed the 'fork-tailed devil' by the German Luftwaffe, and 'two planes, one pilot' by Japanese fighter pilots.

4) The P-38 was exceptionally quiet for a fighter, due to its exhaust being muffled by turbo-superchargers.

5) The aircraft used nose-mounted guns, unlike most other US fighters. This meant that the P-38 had better useful gun range than other aircraft with wing-mounted guns having crisscross trajectories.

6) The P-38s guns were so effective, they could reliably hit targets at up to 1,000 yards. Most other fighters were only effective at 100-250 yards.

7) The P-38 had counter-rotating engines to overcome left-turning tendencies caused by its 1,000-hp engines.

8) The engine rotation could be reversed by simply changing the firing order of the spark plugs.

9) The engines rotated outward from the cockpit. This made the platform more stable for shooting the guns. However, if the pilot lost an engine the remaining operating engine was so powerful that it could uncontrollably roll the aircraft upside down.

10) The P-38 was the first American fighter to extensively use stainless steel and flush-mounted rivets.

11) In 1939, one of the first P-38 prototype aircraft set a speed record from California to New York in 7 hours and 2 minutes. However, it crashed short of its intended airport due to carburetor icing.

12) The first active service P-38s were used as reconnaissance aircraft in April 1942 by the RAAF (Australia) 8th Photographic Squadron.

13) The P-38 quickly saw battle, downing two Japanese flying boats in August 1942 off the Aleutian Islands chain.

14) The cockpit windows couldn't be opened in flight because they caused buffeting on the tailplane. This made the cockpit very hot in the Pacific theater. Pilots often flew in just shorts, tennis shoes and a parachute.

15) Charles Lindbergh was a key figure in improving the performance of the P-38. Working as a civilian contractor in the South Pacific, he developed throttle settings and engine leaning techniques that significantly increased the range of the aircraft.

16) The P-38 flew over 130,000 sorties in the European theater, and downed over 1,800 Japanese aircraft in the Pacific theater.

17) In total, over 10,000 P-38s were produced during the war, making it one of the most successful fighters and interceptors of its time.

Here is a 12-minute video about the shooting down of Japanese Admiral Yamamoto, the architect of the attack on Pearl Harbor. Of course it was accomplished using the P-38 Lightning.

<https://www.youtube.com/watch?v=fKvJgFIdqGA>

#### **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](mailto: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 4<sup>th</sup> of July.

**Freeman Flash** issues going back to 1999 are available if you contact the editor. A website archive is planned.

#### **Local Event Calendar at a Glance**

April 5, FFFA meeting, video; Capt. Eric "Winkle" Brown, legendary British aviator (57 min.)

**April FFFA meeting at Cherry Hill Aviation**

April 5-10, **Sun 'n Fun**, Lakeland, FL

April 23, Thunder Over Louisville\*

April 30, Terre Haute Air Expo

**April 26, FFFA trip to Wilbur Wright's birthplace**

June 11, **Columbus AAD\***

July 22-23, Kokomo Air Show\*

July 25-31, **AirVenture**, Oshkosh, WI

Aug 27, **North Vernon AAD & free air show\***

Sept 3, Red Stewart Field Air Show\*

Sept 10-11, Greencastle Aviation Days

Sept 16-17-18, **Lee Bottom**

Sept 18, **Madison (free) Air Show\***

Sept 24, Clark County fly-in & air show\*

\*An asterisk means Cliff Robinson will be performing aerobatics at that event.

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**Freeman Field Flying Association** meets the 1<sup>st</sup> Tuesday of each month at 7:00, FFFA Bldg  
**Airport Authority** meets the 3<sup>rd</sup> Monday of each month at 7:15 PM, terminal building conference room.  
**Museum Board** meets the 3<sup>rd</sup> Tuesday of each month, 6 PM, main museum building library room.

**Don't forget, the April FFFA meeting on 4/5 at 7:00 will be held at Cherry Hill Aviation instead of at the FFFA Building. We're doing that because we need the Internet for streaming video.**

## 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](mailto: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 information, 812-216-1147

### **Cliff Robinson Aerobatics**

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### **Larry Bothe**

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