



# Freeman Flash

NEWSLETTER of the FREEMAN FIELD  
FLYING ASSOCIATION

Volume XX, Number 3, **March 2018**

Larry Bothe, Editor

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

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## April Field Trip BAK Tower Safety Meeting, 3<sup>rd</sup> Thur.

The April meeting of the Freeman Field Flying Association will be pushed back a week to the 3<sup>rd</sup> Thursday of the month, April 19<sup>th</sup>. We're going to attend the annual safety meeting of the Columbus, Indiana (BAK) control tower. For those of you who might not know, BAK is a "contract tower", meaning it is not operated directly by the FAA, and the controllers are not FAA employees. They come from the contractor, Midwest Air Traffic Control Services. The tower Chief, Ben Euler, is a retired FAA ATC guy from Indianapolis.

The meeting starts at 6:30 and will be held in the media room of the Atterbury-Bakalar Air Museum located just west of the terminal building. Please mark your calendar that we will NOT be having our April meeting on 4/12, and WILL be having it in Columbus on 4/19. Columbus isn't very far we won't be going to the trouble and expense of renting a van. Transportation will be on your own.

Your editor had already planned to attend the BAK safety meeting when Karen suggested that we make it an FAA meeting activity. My one airplane partner, Frank LaGreca, is driving over from Dillsboro to attend. We're going to come to Columbus early and meet for dinner at the 4<sup>th</sup> St. Bar & Grill. (The restaurant at the airport is not open for dinner.) We're meeting at 4<sup>th</sup> St. at 4:45 to allow enough time to eat and get

out to the airport by 6:30. We would love to have some additional company. Please drive up early and join us. I plan to leave Seymour around 4:15, and I'll have 3 empty seats. Contact me if you would like a ride.

Finally, our March meeting was cancelled after it became apparent that several of our regular attendees would be unavailable that evening. We called the people we could think of, but missed Joe Clegg. Sorry, Joe.

### Airport News

The March meeting of the airport authority was delayed a week due to the lack of a quorum to transact business. That means I had to wait a week to finish the newsletter. That's why it is really late this month.

The only thing that came out of the meeting of immediate interest to pilots is that the new north-south grass strip that was put in for the use of the glider operation can be used as soon as the ground dries out enough to fly off it. That subject was not on the agenda but your editor inquired about it at the end of the meeting when President Brian Thompson asked if anyone in the audience had anything they wanted to talk about. It should be noted that Brian is very good about soliciting comments from the public. It doesn't happen at all government agency meetings. Brian, thanks for always doing that.

## 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](http://www.freemanarmyairfieldmuseum.org).*

Our 3 major projects continue to move forward. One of them, the book cataloging, is essentially complete. Our approximately 300 books are now all in the book management software. They can be accessed by subject, author or title. We have a location system so we know where each one is. One final step is to get a listing of the books up on our website so people can know what books we have. We're working on that.

After we moved our media equipment into the room with the diorama it became apparent that we could do a better job with room layout. To that end we recently purchased a ceiling mount for the digital projector, put the speakers up on the wall on each side of the pull-down movie screen, and wired the room to send the audio and video signals to the respective components. A podium was added for guest speakers. Those changes increased the seating space to about 18 people.

We have acquired all the components (3 monitors, control yoke, rudder pedals, cables, etc.) necessary to put the flight simulator together. Right now we plan to begin that process on March 31<sup>st</sup>. We will likely discover that some additional bits & pieces are needed as we go forward. There will be a further report in the April newsletter. Hopefully it will be to tell you that the simulator is up and running and you can come "fly" it.

On a related note, we learned that a group in England is taking Peter Darley's digitized version of an AT-10 and doing the

programming to create a simulated AT-10 in a computer simulation program called FlightGear. When the AT-10 module is released to the public we will put FlightGear on our simulator computer, add the AT-10, and we'll be able to fly it. All this is slated to take place in a matter of months.

Finally, we're about to embark on the first of our 3 capital improvements for 2018. The epoxy floor coating in the museum annex will be laid down in the next few weeks. The "flake" (color chips) are on order. Once we know the actual delivery date for the flakes we can schedule the work. It will be necessary to close the annex for several weeks to get the job done.

## Captain Upgrade Training

By Adam Springmeyer, 3/24/2018

Hello FFFA Members! I am glad to say that I have completed the required FAA and company training and that I am a Captain for Republic Airlines on the ERJ-170-100/200. What an adventure this was! I would like to share with you some of the training events that have happened over the past couple of months, and just how fun flying the line can be. I am currently writing this article from my hotel room in LaGuardia, New York.

Officially, training started back in January just after the holidays. However, as a First Officer you should be thinking about Captain training long before going. I flew into Indianapolis on January 2<sup>nd</sup> and class started at 9:00 a.m. on the 3<sup>rd</sup>. We were welcomed by our instructor and given our study guide. In my line of work we are governed by 3 different manuals. The first is called our Flight Operations Manual (FOM), the second is Specified Operating Procedures (SOP), and the third is our Aircraft Operations Manual (AOM, aircraft systems). Each day of class we covered several chapters of these manuals. There are a total of 30 chapters in the FOM, 12 in the SOP, and 15 in the AOM. *We did 57 different chapters in 7 days.* The

phrase that is commonly used during airline training is "drinking from a fire hose." This "hose" was a little easier to manage as we have all been through the training before. Classes were from 9:00AM to 5:00PM every day. We were given Sunday and Monday off, but right back in class the next week. When the training was completed we were given 3 different exams. Two of the exams (20 questions each) were closed book covering our Security/Threat Training, and our Loading Policy Training. The last exam was a 50 question systems, memory items, and limitations exam.

We also had *Captain in Command* Training. We were each paired with a new First Officer, and there were 20 new ones coming through INDOC just as we were doing our upgrade training. There was a nice meet and greet, and then sit down training on how to work the Quick Reference Checklist (QRC) and the Quick Reference Handbook (QRH). We then explained to them how line flying is going to happen. It is not always as pretty as the training instructors would have you to think, but it is very rewarding.

The last day of class in Indianapolis had us in the Ground Flight Simulator (GFS).



This is a ground simulator that allows us to practice our new "flows", and different profiles. Our flight was from IND to ORD. We were given different problems along the way that we had to figure out. When our flight was done we changed seats with our partner and did the flight again. When we completed this class, we were sent to St. Louis, Missouri.

I had about one week off in between so I studied all the proper procedures, flows, call outs, briefing items, and everything else you can imagine. Day 1 in Saint Louis was our Oral Exam on the ERJ-170-100/200. This exam lasted about 3 hours. However, there was no time to celebrate because we were in the simulators bright and early with a briefing at 8:00 a.m. the next morning. Simulator sessions are 90 minutes of briefing, 4 hours of simulator, and then a 30 minute debriefing. We had 5 training sessions like this. Day 1 was all about basic feel of the aircraft from the left seat, and right seat qualifications. We accomplished steep turns, slow flight, holds, instrument approaches, and 1 landing. Our right seat qualification had us accomplish a rejected takeoff from the right seat, a V-1 cut (single engine takeoff), and a Single Engine landing.

Each day in the simulator had something new and different. We crammed 10 sessions worth of work into 5 sessions. The pace was very fast and demanding. There was hardly any time to practice a maneuver again so my partner and I "chair flew" on our off time. The additional tasks were Category II ILS approaches, stalls, reduced visibility takeoffs, rejected takeoffs, RNAV departures & arrivals, Single Engine Approaches, No Flap Approaches (those are really fun), CFIT (Controlled Flight Into Terrain), mountain operations, jammed flight controls, fires, V-1/V-2 cuts, and every emergency you could think of in a jet.



These simulators are very tall. If you look at the picture you can see that it would take 4

average men standing on top of each other to equal the height of one of these simulators. In St. Louis, there were 9 of them in 1 building.

The Check Ride was another long day. We had a 1 hour briefing, the 2 hour session, and a 30 minute debrief. My partner went first, followed by me. The check ride was straight-forward and both of us passed without an issue. The final day of the simulator was Line Orientated Flight Training (LOFT). This was supposed to simulate the life of a line pilot. (Ha!) The event was designed to help us leave the simulated world behind and get ready to fly the real aircraft.

Before we could be completely signed off each new Captain has to fly with a Check Airman for a minimum of 25 hours. When he felt we were ready we were sent to have an FAA Line Observation Ride. This would either be an FAA inspector or a company representative, to make sure we were safe in command of the aircraft. My FAA Observation ride was from CLT (Charlotte) to IND. The flight was a success, and now it was time for the Line Check. This is the make-or-break point in a Captain's life. The flight was from IND to CLT to CMH (Columbus, Ohio.) Once in Columbus with the engines shut down I learned that everything was successful and that my line check was complete. There were a few debrief items, but nothing safety related.

So now I am back on reserve\*. I have flown with other Captains (who were my First Officer), some senior First Officers, and even a brand new First Officer who had just completed his Orientation Flying. I have already been through some great flights, and some that were just, "and this is why the Captain makes the big bucks." A prime example was leaving Chicago (ORD) to LaGuardia (LGA). We were gassed up, almost ready to board, and then a maintenance issue popped up. We were an hour late leaving the gate, and then ATC

says LGA is in a ground stop. We got back to LGA a little after 12:00 the next morning.

Thanks for reading! I look forward to talking with you next month. If you have any questions, or topics that you would like presented, please email me at [adam.springmeyer@gmail.com](mailto:adam.springmeyer@gmail.com). Fly Safe, and Blue Skies.

*\*Ed. note: Being "on reserve" means you have no schedule of your own. Rather, you fly whenever and wherever to cover for other captains who are sick, on vacation, timed-out, or to ferry an airplane. After Adam gets some time as captain his seniority will allow him to bid for his own fixed schedule.*

## Louisville Soaring Club News & Views

Provided by Maggie Hettinger, LSC Board  
FMI [www.soarky.org](http://www.soarky.org)

Nothing from Maggie.

### FFFA Treasurer's Report

For the period: February, 2018

<b>Opening bal, all funds</b>	<b>7,872.81</b>
<b>Opening bal, chkg acct</b>	<b>772.46</b>
<b>Income</b>	
Dues	100.00
Other	
<b>Total Income</b>	<b>100.00</b>
<b>Expenses</b>	
Electric bill	202.36
Sewer bill	9.14
Water bill	20.14
Other	
<b>Total Expenses</b>	<b>231.64</b>
Transfer from MMF	
Transfer to MMF	
<b>Closing bal, chkg acct</b>	<b>640.82</b>
<b>Mny Mrkt Fnd, opng bal</b>	<b>7,100.35</b>
Checks written	
X-fer in from chckng	
Interest earned (3 mo.)	
<b>Closing bal, MMF</b>	<b>7,100.35</b>
<b>Net change, all accounts</b>	<b>-131.64</b>
<b>Grand total, all funds</b>	<b>7,741.17</b>

## Member Accomplishments

None reported for March.

## Interesting Aviation Links

**C-130 photo op:** How close is close? Typhoon flies up to a C-130. You'll love it. Too bad it's not a video; just 4 stills. From Dan Kiel, 3/19/2018.

<https://groups.google.com/forum/#!topic/stlbenchracing/qYDBic9GJ2M>

Flying the Atlantic in the late 1930's: The Boeing 314 Pan-American Clipper. Puts the First in First Class. From Mike Brueckman, 3/27/18. <http://www.businessinsider.com/photos-the-luxurious-boeing-314-clipper-2013-8>

**WW-II Aviation Pix:** Here is a substantial collection of pictures of airplanes and people from the WW-II era. Sent along by reader Mike Brueckman, 3/22/18.

<http://www.mission4today.com/index.php?name=ForumsPro&file=viewtopic&t=14428&finish=15&start=15>

**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.

## FFFA Officers - Contacts

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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](mailto:adam.springmeyer@gmail.com) and receive a personal reply directly in your e-mail.

## Local Event Calendar at a Glance

Apr 10-15, Sun 'n Fun 2018, Lakeland, FL

Apr 14, Purdue Aviation Day, Lafayette, IN

**Apr 19, BAK Tower Safety Meeting, 6:30 PM**

**Atterbury-Balalar Air Museum**

Jun 9, Columbus, IN Airport Day (tentative)

Jun 10, Sinful Sunday at Lee Bottom

Jun 15-16, Aeronca fly-in, Middletown, OH

Jun 23, Museum Airplane Ride Day, Seymour

Jun 23, Fly-in breakfast, Franklin, 8-11 (3FK)

Jun 30, Pancake breakfast, OVO, 0700-1030

Jul 7, Anderson fly-in & air show (AID)\*

Jul 8, Sinful Sunday at Lee Bottom

Jul 17 (yes, it's a Tue), Hagerstown Flying Circus

Jul 23-29, AirVenture 2018, Oshkosh, WI

Aug 12, Sinful Sunday at Lee Bottom

Aug 25, Mattoon, IL, fly-in & air show (MTO)\*

Sep 1, Marion, IN (MZZ) fly-in & air show\*

Labor Day Weekend – Red Stewart fly-in

Sep 6-8, Midwest LSA Expo, Mt. Vernon, IL

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

**(Bold items are FFFA meetings/activities)**

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

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**Freeman Field Flying Association** meets the 2<sup>nd</sup> 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 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, 6:15 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](mailto:LBothe@comcast.net) to place an ad.

## Local Aircraft for Sale

**½ share of 1963 Beech Musketeer**

Aircraft is IFR-equipped and the annual was recently completed by Cherry Hill Aviation. Call Mark Kendall for more info, 812-216-1147

## House Painting, Interior & Exterior

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

**Cliff Robinson Aerobatics**

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[cliffrobinsonaerobatics.com](http://cliffrobinsonaerobatics.com)

**Eagle Avionics**

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