

Freeman Flash

NEWSLETTER of the FREEMAN FIELD FLYING ASSOCIATION

Volume XVIII, Number 6, June 2016

Larry Bothe, Editor

Website: www.freemanfield.org

Airplane Ride Day a Success

The Freeman Army Airfield Museum held a charity airplane ride day fundraiser on Saturday, 6/25. We had never tried a rides-only event before. Airplane rides were always offered in conjunction with some larger aviation event, like Airport Awareness Day or the T-6 fly-ins of the early 2000's. We're pleased to report that we made about 75 flights carrying 175 people. It was a bit hot, but there was no rain or wind. Holding it on the same day as Cars & Guitars didn't hurt us at all. We even did some joint advertising with C&G.

Our one problem was rounding up enough pilots to fly the rides. We had plenty of planes available (5 of them), but only 4 qualified pilots, one of whom had to leave about half way through. The 3 remaining planes were not enough to keep up. FAA rules for charity rides say that private pilots must have at least 500 hours total time, and otherwise have a current medical and flight review. Our problem is that some of our ride pilots have moved away, and others are ill or have let their medical lapse. If you would have an interest in flying charity rides for the museum at some future event please contact Larry Bothe at 812-521-7400.

FFFA News

Two of our FFFA members, George Robbins and Frank LaGreca, are members of the UFO's; United Flying Octogenarians. The Indiana chapter UFO's had their quarterly

meeting at Purdue University on May 27th. Several of us from Seymour went (Karen James, George Robbins, Larry Bothe and Frank LaGreca), and we picked up Nancy Warren from Columbus along the way. Yes, we drove. Purdue did a great job of hosting us, including letting us eat in one of their dining facilities on campus (we had to pay, but it was very convenient). After lunch we spent several hours touring their extensive aerospace facilities (wind tunnel, flight simulators, "drone" lab, aircraft, maintenance center, etc.) There was a lot more to it than I knew about.

Future FFFA meeting program: Does anyone have a copy of the documentary movie about Van Nuys Airport called **One-Six Right?** We would like to borrow it to show at a meeting. If you have a copy, please let Larry know.

Airport News

The taxiway run-around: We would like to get the reconstruction of taxiway Alpha (out to runway 23) finished. Half of it was done a couple years ago, but we're still waiting for the FAA to fund the rest. After Alpha then we're supposed to do Charlie, the center taxiway down to 5 and 32. The attraction for getting this work done is that then we would have heavier bearing strength for the taxiways to go with the heavier certified weight for the reconstructed runway 5-23. Right now heavier aircraft, like a C-130, can

land and take off on 5-23, but they can't taxi to or from it because the taxiways are not up to par.

Earlier this month a paving engineer from INDOT visited our airport and now wants us to change the design of the taxiway A reconstruction plan. He doesn't want to dig the old taxiway out to full depth, but rather dig it out part way down, with some deeper sections every several hundred feet. This would be a lot cheaper, and maybe we could get both projects done in 2017. At the airport authority meeting your editor asked if that method would provide the required bearing strength to go with the runway specification. Nobody knew the answer. Our engineering firm will look into it.

Treasurer's Report

For the period: May, 2016

Opening bal, all funds	9,991.79
Opening bal, chkg acct	2,967.72
Income	
Dues	
Other	
Total Income	
Expenses	
Electric bill	20.14
Sewer bill	9.14
Water bill	14.99
Other	
Total Expenses	44.27
Transfer from MMF	
Transfer to MMF	
Closing bal, chkg acct	2,923.45
Mny Mrkt Fnd, opng bal	7,024.07
Checks written	
X-fer in from chckng	
Interest earned	
Closing bal, MMF	7,024.07
Net change, all accounts	-44.27
Grand total, all funds	9,947.52

Interesting Aviation Links

100-drone air show: From Mike Breuckmann, 5/29/16. He wrote: I wonder how many they lost before they perfected this & how the heck did they individually control them so they didn't run into each

other, let alone knowing which one belonged to which operator?

Description: A spectacular display of drone technology by Intel Corporation (USA) involving 100 small aircraft being launched skyward in formation has earned a new Guinness World Record for the Most Unmanned Aerial Vehicles (UAVs) airborne simultaneously. Controlled on the ground by a crew using PCs with Intel software, the mass of drones lit up the night sky in sync to a live performance of Beethoven's Fifth Symphony and executed a stunning light show resembling a fireworks display.

This took place at Flugplatz Ahrenlohe, Tornesch, Germany, in November 2015. The record was set in collaboration with Ars Electronica Futurelab to push the limits of the UAV industry and to show what UAVs can be used for.

https://www.youtube.com/watch_popup?v=mOBQXuu_5Zw

B-29 flight, FiFi with new engines, back in 2010. From Dirk Vallo, 6/13/16.

This is one of the combat airplanes that flew from Iwo Jima, Saipan, Tinian islands to bomb Japan and help win the war. It was usually escorted by P-51 Mustangs to protect her from enemy fighters but many thousands of planes and aircrews were lost fighting for our country. This happened at a time in history before we had long range missiles and electronics. These planes were flown by men from our farms and cities who left their families at home and risked their lives in high altitude gun fights. It was up close, brutal and extremely dangerous but they risked it all to protect our country. Many never came home again. We love, respect and honor all of our veterans. But we also have a love affair with the planes.

It is a permanent addiction for us so we preserve these wonderful aircraft so you can see and experience the marvelous machines that preserved our freedom. We have completely rebuilt this aircraft and those powerful prop engines to bring FiFi back to life. It took years to accomplish, many thousands of donated dollars and thousands of hours of work by many unpaid volunteers to make this happen so that everyone can share this important part of our history. This is a unique flying museum. If you get a chance to see her at an air show, don't pass up the chance. You are watching history and she is the only one left out of thousands. This is truly a rare aircraft. Enjoy the video.

Col. Tom Leo, Golden Gate Wing

<https://vimeo.com/17388627>

Ed note: FiFi may be the only B-29 flying right now, but another one, named Doc (as in one of the 7 dwarves) has been restored, engines run, and signed off by the FAA. It may be flying by the time you read this.

F8F Bearcat; the original 1946 Blue Angels, from Mike Breuckmann, 6/14/16.

An airplane with a wing span three feet less than the Wildcat and just about as long with a massive 2,100 HP engine. Nothing could touch a Bearcat and they were on the carriers sailing to Japan when Japan surrendered in 1945. A top speed of 447 MPH. A ceiling over 41,000 ft. Production climb rate was better than 6,000 fpm, the best of any piston-engine fighter. The Bearcat could out turn any allied fighter and even would turn with an A6M5 Type 52 Zero. With its fast speed, great acceleration and high climb rate, the Bearcat was the definitive answer to the Japanese Kamikaze threat. The Bearcat remained as the Navy frontline fighter into 1952. Why? Because it out-flew and-out fought the early F-1 Phantom and Banshee jets. Only the Saber Jet, in its J4 Fury version, could finally catch the Bearcat. Even so, a lightened version of the F-8F held the time to climb record from the ground to 10,000 ft. until the mid-sixties. The Bearcat went from a standing start on the runway to 10,000 ft. in 90 seconds. This rush to altitude was faster than the F-104, the F-100, the F-102 and all the other early supersonic fighters could manage. It took a stripped down version of the F-4 Phantom to finally match the Bearcat climb rate and then by just a few seconds.



For those of you that wish to reminisce about the glorious past, this is a pleasant interlude. The F8F Bearcat--the last of the big radial engine fighter aircraft! From brake release, the Bearcat could climb to 10,000 feet faster than the F-4 Phantom. Blue Angels 1946: Al Taddeo, one of the original Blue

Angels, died at the age of 94. Al was a Blue Angel from 1946 to 1947 flying Hell Cats and Bear Cats.

<http://www.youtube.com/watch?v=RnMZQATbenM>

PBY Catalina *Strawberry 5*, from Floyd Hollandbeck, 6/18/16. Ed note: *PB* stands for Patrol Bomber, and *Y* is the code assigned to the manufacturer, Consolidated Aircraft. Catalina is a name for the plane originally used by the British, and later adopted by the US Navy. Our museum just obtained a very nice Catalina model from the Grissom Air Museum.



Truly, this unique plane and its skilled crews were the unsung heroes of WWII. They played a key role in the Pacific war.

The Navy PBY had no wing flaps. The pilot used no gauges. He was expected to look out the windows. It was the flight engineer that flew the plane. There was a cook and kitchen on board because the plane flew long missions. The plane was sectioned off with water tight doors between different areas so that if it went down, then not all areas would be flooded. We see a lot on the restorations of WWII era bombers and fighters, but this one is something quite unusual.

The video is the story of PBY-5A CATALINA (Strawberry 5) discovery and restoration for the US Navy museum in San Diego. It was the only remaining intact PBY 5 Catalina remaining in the World, and it was discovered in South Africa. PBY "STRAWBERRY 5" WAS THE PLANE THAT FOUND THE JAPANESE CARRIERS AT THE BATTLE OF MIDWAY -- WHICH BECAME THE TURNING POINT IN THE PACIFIC THEATER OF WWII.

<http://www.nxtbook.com/fx/media/ooyala/index.php?w=640&h=360&embedCode=I5cnRrbjoBGoU3i9mNk2WnISwfvifrIA>

Member Accomplishments

The FFFA welcomes Bob Sneberger (only one "e" in the first part of the name) as our newest member. Bob is the new Aerial

Farmer, having purchased the business of that name from Jeff Elsner. Besides the fire-breathing crop spraying plane Bob also has a Cub, and he flies remote-control planes with the Southern Indiana Flying Eagles. Welcome, Bob.

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. FMI www.freemanarmyairfieldmuseum.org.

The new signs in front of the museum really look nice. Here's a new façade picture.



Thanks to some help from Nick Firestone with the Atterbury-Balalar Air Museum, we have been able to identify software for the purpose of cataloging our museum's books. We have not yet begun the work because we have too many other things going on right now, but the software looks very promising.

The ceiling in our dig parts storage and cleaning room has been repaired. Some folks from Housing Partnership came back after Day of Caring and fixed it. Now we need to get some paint up there.

As we have more guests, and spend more time in the museum, we sometimes need to take a break and eat something. We have always had a coffee pot and a small fridge,

but never a microwave oven. George Peachee recently gave us a nice microwave that was excess to his needs.

With the acquisition of the microwave we had to rethink what to do with our refreshment equipment. The coffee service was crammed into a corner on shelves we really need for books. The fridge was on top of a rickety patio table. The stark white microwave stuck out like a sore thumb, and we didn't know where to put it. Pat Brod (my wife) remembered that some years ago we had donated our old entertainment center (good quality, oak) to the old pilot's lounge, but nobody has used it since the new terminal building opened 5 or 6 years ago. We rolled the entertainment center down to the museum and repurposed it to become a refreshment center.



Three of us went up to the Grissom Air Museum to see what excess WW-II items they had that our museum could use. We came back with some very nice airplane models, a dehumidifier, an anemometer display, safety belts, and some books. We have asked them if we can have a Ranger inverted V-12 engine and large propeller. Their board will consider our request.

Aviation Humor

From Floyd Hollandbeck, 6/16/16

Ed note: I think we ran this some years ago, but since Floyd sent it along, and I like it, here it is again.

Two Highway Patrol Officers were conducting speeding enforcement on I-15, just north of Oceanside, San Diego, California...

One of the officers was using a hand held radar device to check speeding vehicles approaching the crest of a hill. The officers were suddenly surprised when the radar gun began reading 300 miles per hour and climbing. The officer attempted to reset the radar gun, but it would not reset and then it suddenly turned off. Just then a deafening roar over the treetops revealed that the radar had in fact locked on to a USMC F/A-18 Hornet which was engaged in a low flying exercise near this, it's home base location.

Back at the California Highway Patrol Headquarters the Patrol Captain fired off a complaint to the US Marine Corps Base Commander for shutting down his equipment. The reply came back in true USMC style:

"Thank you for your letter. You may be interested to know that the tactical computer in the Hornet had detected the presence of, and subsequently locked on to, your hostile radar equipment and automatically sent a jamming signal back to it, which is why it shut down. Furthermore, an Air-to-Ground missile aboard the fully armed aircraft had also automatically locked on to your equipment location. Fortunately, the Marine Pilot flying the Hornet recognized the situation for what it was, quickly responded to the missile system alert status and was able to override the automated defense system before the missile was launched to destroy the hostile radar position.

The pilot suggests you cover your mouths when cussing at them, since the video systems on these jets are very high tech. Sergeant Johnson, as his name badge said, the officer holding the radar gun, should get his dentist to check his left rear molar. It appears the filling is loose. Also, the snap is broken on his holster."

Semper Fi

Ask an Instructor --

By Adam Springmeyer, June, 2016

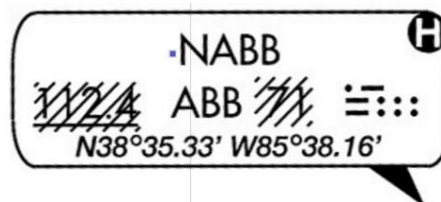
Our IFR Flight – SER to OWB, Part II

Last month we started our discussion with a pretend flight from SER to OWB. This month, let's look at the route that we will take to the OWB airport.

We will need to make sure that we have a current Low Altitude Enroute Chart, and a Chart Supplement (nee Airport Facility Directory (A/FD)) before we begin the process. For those of you that are tech savvy, you can have Fore Flight, or AOPAs product which is approved by the FAA for navigation.

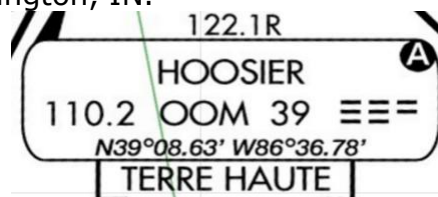
If we wanted to use our IFR approved GPS our true course will be 219° for 92.6 nautical miles. If we wanted to use the Victor Airway system, we will need to plan the use of the VORs.

The nearest VOR that to SER is the NABB VOR (ABB), however if you look at the newest L-Chart, you can see the frequency and identifier have cross cross-hatches over them. This VOR is no longer able to be used



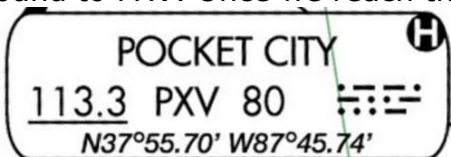
for navigational use, and the facility is no longer going to be monitored. This facility will soon be decommissioned by the FAA. (Ed note: In fact, Nabb VOR no longer physically exists. It was wiped out in a tornado 3 or 4 years ago. Local folks now call it the "Nabb slab", because all that is left is the concrete slab it once sat on.)

Now the closest VOR that we can use for our navigation is the Hoosier VOR (OOM) at Bloomington, IN.

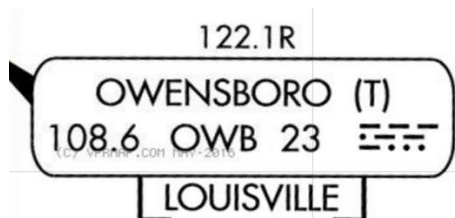


The only airspace that we might have to worry about when flying directly to this station is the Racer MOA just northwest of the field. We will be sure to consult Flight Service to see if the Military Operating Area is active. Since we are filing IFR, we will be vectored around the airspace.

After we fly to Hoosier, we will establish ourselves on V305, which is on the 207° radial from the VOR, and head towards WEGEE intersection, 42 NM from OOM. Upon crossing WEGEE we'll change to Pocket City VOR (PXV) just outside of Evansville, IN and fly inbound to PXV. Once we reach the PXV,



we will track out on the 81° radial from the station on V4 to LAMBS intersection. At LAMBS we can track directly to the OWB airport through the use of their VOR facility.



Our route on the flight plan will be: Direct OOM, V305-PXV, V4-LAMBS, Direct OWB. In reality, once we enter Evansville Approach Control's airspace, we will most likely get radar vectors to the OWB airport, and be asked, "Do you have the latest weather and NOTAMS, and what is your approach request?" We will discuss this next month along with the required fuel and filling out the rest of the flight plan.

--- Adam

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

Karen James, President, 812-498-4482, Flygirl172@me.com
Jan Sipes, Vice President, 812-522-9446, sipesj@hotmail.com
Matt Vieck Secretary, 812-887-6346, amvieck@gmail.com
Larry Bothe, Treasurer/Membership, 812-521-7400, LBothe@comcast.net
Jack Hildreth, Board, 812-525-8460, jhildreth1709@comcast.net
Tom Hallow, Board, 812-569-4293, thallow@3cbb.com
Berl Grant, Board, 812-580-8685, berlgrant@frontier.com

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. A website archive is planned.

Local Event Calendar at a Glance

June 24, Clay City, IN Air Show*
June 25, Museum Airplane Ride Day, SER
July 5, FFFA meeting - ???
 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 3, Marion, IN Fly-in/Cruise-in MZZ
 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*
Oct 8, Cherry Hill Avn Day fly-in/drive-in, SER
 *An asterisk means Cliff Robinson will be performing aerobatics at that event.

Freeman Field Flying Association meets the 1st Tuesday of each month at 7:00, FFFA Bldg
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

T-Hangars Available at SER

Cost is \$65 or \$85/mo. Call Diane at 812-522-2031

Eagle Avionics

Radio repair and installation, shop at BAK
Authorized dealer for Garmin and Aspen
Transponder & IFR certification at your airport
Call Andy Zeigler, 812-344-0468

FAA Handbooks for Pilots on CD

8 popular handbooks on one CD, \$24.95
Go to www.flightsmith.com/flyingcd for details and ordering information

The Engraver

Trophies Plaques Gifts Plastic Signs
Quality Gifts & Awards, Aircraft Placards
1520 Schleiter Rd, Seymour. 812-522-6181
www.engraverinc.com

Cherry Hill Aviation

Aircraft Maintenance & Annual Inspections
Tube & fabric work a specialty
Tailwheel & aerobatic instruction in Decathlon
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

Huddleston Aviation Services

Cherokee 140 & J-3 Cub. Renters insurance required. Call Ron, 812-767-0615
Sport Pilot and Tailwheel training.

Red Star Pizza Company

Located 1515 W Tipton, Village Center, near Jay-C+. Open Mon-Thur 11-9, Fri-Sat, 11-11, Sun 4-9.
Call 812-519-2068 to place an order.

Beer now available!

House Painting, Interior & Exterior

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



Larry Bothe

FAA Designated Pilot Examiner

Private – Instrument – Sport Pilot

Available On Short Notice

Call 812-521-7400 for an appointment

1082 Governors Lane, Seymour, IN 47274

LBothe@comcast.net