



Freeman Flash

NEWSLETTER of the FREEMAN FIELD FLYING ASSOCIATION

Volume XVIII, Number 7, July-August 2016

Larry Bothe, Editor

Website: www.freemanfield.org

Freeman Field to Finally Get Compass Rose - !!???

Editor's Note: This is the combined July-August edition of the *Freeman Flash*, and it is the second year we have combined these two months. I want to make it official; it is my intention to combine July and August into one edition going forward. Not much happens in July, and there isn't time to get a newsletter out before Oshkosh anyway.

Along those same lines, our July meeting has been very poorly attended for several straight years. It comes on the heels of the long 4th of July weekend, and everybody seems to have better things to do than attend a pilots association meeting immediately following the holiday. I propose that we formally suspend the July meeting in the coming years. We can always bring it back later if there is sufficient interest from the membership.

Summary: In the future I propose no July FFFA meeting and no July newsletter.

Airport News – Compass Rose

Starting perhaps 3 years ago we looked into getting a compass rose painted somewhere on the ramp at our airport. Don Furlow and Corey Harper (BF&S) were kind enough to help select a location, which ended up being between the Blue Hangar and the E-W taxiway. BF&S even surveyed and marked

the points for us. However, actually getting it laid out and painted has remained elusive.

The 99's have historically painted compass roses at airports, but the Indiana chapter has older members and they stopped doing it. The Kentucky chapter of the 99's heard about our desire for a compass rose and volunteered to do the work. We have been trying unsuccessfully to get them up here to do it for 2 years. Your editor met with the KY 99's rep at Oshkosh a few weeks ago, and has exchanged e-mails and a phone call with her since that time. The latest word is that she is trying to round up a crew to do the painting in September. Keep your fingers crossed.

Geese: We have had early (and confused?) geese around the airport for the past couple of weeks. There has been a NOTAM on the AWOS to that effect. Watch out for the geese. Note that Greenwood has them too.

D's Diner: From a pilots' point of view, we all want D's to succeed. While pilots and other aviation interests are only a small percentage of their customers, it's very convenient for us to have a restaurant on the field. D's has recently extended their open days again; they are open on Sunday's for brunch. The current hours are Mon-Fri, 6:00 to 2:00, Sat 7:00 to 2:00, Sun 8:00 to

2:00. Since the owners now have to be there 7 days a week, this can't go on forever. It is likely that they will be closed on Mondays starting sometime later this year.

There has been some problem with an obnoxious odor (not a new thing) coming from the fertilizer plant (United Granulation) behind D's building. After discussions between the principals of the company, D's, and the airport authority, it has been promised that modifications to the filtration and air handling system at the fertilizer plant will correct the problem. Other airport tenants certainly hope so.

FFFA News

Movie Night on September 6th

Thanks to the generosity of Brian Thompson we have obtained a copy (on loan) of the documentary movie *One-Six Right*, about the historic Van Nuys Airport in California. We will be showing that movie at our September meeting on the 6th at 7:00 PM. Run time is 73 minutes.

An Hour with Sam Graves

By Larry Bothe, 8/19/2016

Your editor spent about an hour talking with Sam Graves on Thursday afternoon at Oshkosh. We were sitting on the ground, under the wing of P-40 Warhawk, with some other warbird pilots, trying to stay dry during a rain shower.

So who is Sam Graves? You really ought to know. His work for all aviators has certainly been in the news lately. Sam (along with Indiana's Todd Rotika) co-wrote the original legislation that recently became the 3rd Class Medical Reform bill that President Obama signed into law on July 15th. Most of us can thank Sam & Todd that we will never have to visit an FAA AME again, and we can fly any airplane up to 6000 pounds, 6 seats, less than 250 knots, VFR or IFR, day or night. That's orders of magnitude better than the highly restrictive proposal originally

put forth by AOPA and EAA, and ignored by the FAA. A majority of the aviation community has been saved from the FAA medical examination bureaucracy, and we have Sam Graves and Todd Rotika to thank for that.

While I did thank Sam for his work on 3rd class medical reform, that's not why I met with him. He is a true warbird guy. That P-40 we were sitting under? – Sam flew it to Oshkosh from Houston, TX. The P-40 is part of the Texas Flying Legends museum, and when he's not representing his constituents from the 5th Congressional District of Missouri (or farming with his brother and father), Sam flies for the museum. He owns an T-6. Most important to me, Sam owns parts of 4 different AT-10 airplanes. The AT-10 is the WW-II twin-engine airplane that was used for multi-engine and instrument training. We had 250 (of the roughly 2400 that were built) right here at Freeman Field.

At this time there is only one remaining whole AT-10 airplane; at the Air Force Museum in Dayton, Ohio. It is cooped up from a wreck; never flew. Sam's goal is to restore an AT-10 to flying condition. To that end, right after Oshkosh they were to ship the parts to build one plane to an aircraft restorer in Bemidji, MN. The budget to make one fly is 2 years and \$700,000. There has been a 501.c.3 charity created to help fund the restoration, and there will be a website where we can monitor the progress. Sam says when he gets one flying he will bring it to Seymour.



AT-10 on the ramp at Freeman Field during WW-II

Note that Sam says he has enough of the metal parts (the airplanes were mostly wood, all of which will have to be fabricated)

to build two AT-10's. The Commemorative Air Force is also very interested in acquiring an AT-10. We know that because their curator visited our museum several months ago. The CAF has been in touch with Sam Graves and visited him in Tarkio, MO. A second flying AT-10 could well come out of this effort.

Finally, Sam told me that even after building two planes there will be metal parts left over; perhaps a whole cockpit section. He promised me that our museum will not be forgotten.

Museum Archives

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, J. Hildreth) overlap. The FFFA on occasion supports the museum with gifts of money for worthy projects. FMI www.freemanarmyairfieldmuseum.org.

Besides being excited about the prospect of a flying AT-10 (see previous article) the museum is thrilled to have received a \$3700 grant from WW Grainger for the purpose of acquiring a floor scrubber to use in the annex (3000 square feet of painted concrete). We now need to do some research and shopping to determine exactly which floor machine we want.

Mark Hopkins of Bite the Bullet Gun Shop gave the museum a very nice large upright glass display case. Museum president Joe Clegg has slowly but surely been cleaning and restoring numerous German aircraft engine parts. He has begun placing them in the new gray glass case. A German engine part display is taking shape.

We took the fire truck to Crothersville for their Red, White & Blue Day. It won 1st Place in the Antique Car & Truck Division of their show. The fire truck will also be in the Redeemer Car Show on 8/27.

Interesting Aviation Links

None this month.

Treasurer's Report

For the period: July, 2016

Opening bal, all funds	9,876.69
Opening bal, chkg acct	2,852.62
Income	
Dues	20.00
Other	
Total Income	20.00
Expenses	
Electric bill	18.25
Sewer bill	9.14
Water bill	15.28
Other	
Total Expenses	42.67
Transfer from MMF	
Transfer to MMF	
Closing bal, chkg acct	2,829.95
Mny Mrkt Fnd, opng bal	7,024.07
Checks written	
X-fer in from chckng	
Interest earned	8.36
Closing bal, MMF	7,032.43
Net change, all accounts	-14.31
Grand total, all funds	9,862.38

Member Accomplishments

Bryan Gabriel, a student at Cherry Hill Aviation, soloed right before Oshkosh. Bryan is not yet an FFFA member, but we hope he will join soon.

Aviation Humor

None this month.

Ask an Instructor --

By Adam Springmeyer, August, 2016

Our IFR Flight – SER to OWB, Part III

Hello FFFA Members. I first want to thank our editor. Living in Pennsylvania, I was unaware what happened to NABB VOR. So there are some disadvantages living out of state, however I hope you are enjoying the articles that I am writing for you. If you have any suggestions, please feel free to email me at adam.springmeyer@gmail.com.

Last month we decided on our route that we were going to take from SER to OWB for that delicious BBQ trip. Prior to that we

looked at the weather and noticed that the hourly report and the forecast for OWB was the following:

OWB - 191557Z 36010KT 2SM -RA BR
BKN006 OVC015 15/15 A3012

OWB 091200Z 0912 / 1012 00000KT

3SM BKN004

FM091500 35005KT 1SM -RA

BKN005

No matter what time we depart for OWB we will encounter IFR conditions and a chance of light rain showers. We of course could postpone the flight because of our personal minimums, but we have decided to go. Now we need to ask ourselves some questions.

Do we need an alternate airport? – Yes, the FARs state that between 1 hour before and 1 hour after our ETA if the weather is below a 2000 foot ceiling or 3 miles of visibility we need to have an alternate.

Which alternate airport can we choose? – Well there are several airports nearby. According to AirNav.com there are 5 airports within 25 miles of OWB. Not all of these airports can be used as alternates. In order to know which ones we can use, we need to reference the instrument approach plates. If we see the **A** NA, then we cannot use the airport. If we see the **A** symbol, then we are good to go. For our example, we are going to choose Evansville Regional Airport (EVV) due to the number of multiple approaches and nice long runways.

How much more fuel will we need to carry? – The FARs state that we will need to fly to our destination of OWB, then to the most distant alternate of EVV, and then hold for 45 minutes at cruising speed.

Does the forecasted weather at EVV qualify for that airport to serve as an alternate? In order to file an alternate the weather forecast must have at least a 600 foot ceiling with 2 miles of visibility for a precision approach, or an 800 foot ceiling with 2 miles of visibility with a non-precision

approach. For our scenario the Evansville weather is:

EVV 091300Z 0913 / 1013 00000KT

3SM OVC010

FM 092300Z 04010KT 6SM

OVC025

Based on the weather forecast and our approximate time of arrival we are good to file EVV for an alternate. In terms of the actual amount of fuel, since it is just us pilots (2 people on board) we can easily top off the tanks without an issue.

--- 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

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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. A website archive is planned.

Local Event Calendar at a Glance

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 6, FFA meeting, movi6, 16-Right
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, FFA 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? FFA 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

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