



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

Volume XXI, Number 8, **September, 2019**

Larry Bothe, Editor

Website: www.freemanfield.org

Lots of Airport News

Special Ops at SER

The 160th Special Operations Aviation Regiment, called the *Night Stalkers*, and based at Ft. Campbell, KY, conducted a night exercise at Seymour on September 6th. We had several Blackhawk helicopters, a V-22 Osprey and a C-130 in here for the operation. It was pretty noisy around Seymour when the exercise kicked off around 11:00PM. At one point your editor thought something was going to land in his back yard on the northwest corner of town. By all accounts, the mock operation was a success. They were gone by about 4:00AM. In and out with little fuss, just like it's supposed to be.

The Star Party is On

The Astronomical Society of Louisville will hold a "Star Party" at the airport on Thursday, September 26th (no rain date). The public is invited to come out and view the heavens through telescopes set up along Taxiway C. If the weather is clear the airport will be closed from approximately 5:00PM until midnight on 9/26.

Indy Air Hogs Fly-In at SER Postponed Until 2020

The airport authority and the powered paraglider enthusiasts known as the Indy Air Hogs have agreed that they just got started too late to have an event this fall. There wasn't time enough to organize it efficiently

and safely. The concept will be revisited in February after the airport authority has a better idea of what events will be going on at the airport in 2020. The Air Hogs would like to hold an event the 2nd weekend in September because that dovetails well with other powered paraglider events.

Trees & Brush on Abandoned Runways – OK After All

Airport Manager Don Furlow checked with the Indiana state aviation department. It turns out that the trees and brush were in compliance at the time of the state airport inspection back in March of this year. There has been no material change in the trees and brush since that time, so they are still in compliance today. They don't have to be moved.

But we're not done yet. The airport authority doesn't like that mess out on the airfield. The authority would like to have the Department of Public Works (DPW) put trees and brush on their own property over by their buildings at the north end of the industrial park. Since there is no current aviation violation, the change of location could be done by attrition. Any new trees & brush collected after storms would be put in the new location. Then as the old T&B out and the airfield was chipped up and used for mulch, it would gradually get used up/cleaned up. Over a period of a couple of years, it would all be gone.

FFFA News

September meeting: For September we had a refresher training session about checklists. Larry Bothe created a Power Point presentation on both using checklists, and on how to create a custom checklist for your airplane, or the one you most commonly fly. The session qualified for FAA Wings recurrent training credit.

Our October meeting, on 10/10 at 7:00PM at the museum, will feature a refresher course on night flight. We'll review the things you need to know to be both legal and safe to fly when it's dark outside. This program will qualify for Wings credit as well.

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.

Quite a number of projects have been completed, or at least substantially advanced, in the past month. They include:

- Treasurer Dan Kiel and Curator Larry Bothe, having completed going through the museum's photographs and documents, have moved on to sorting and evaluating artifacts in storage. These include framed pictures, uniforms, and other miscellaneous items. Some items that were "rediscovered" have been put out on display. Objects that are not from the WW-II era are being transferred to other museums.
- In order to facilitate the more orderly and efficient use of the main building storage area, we have removed some small, non-load-bearing partitions that were in the way. Heavy-duty steel shelving has been installed.

- The east wall of the dig storage room, which was insulated and drywalled last year, has now been spackled and painted.
- We have added a Cessna 172 airplane to our electronic flight simulator. Short scenarios for museum visitors to "fly" are in the process of being created and added to the simulator.
- The items in the museum annex have been inventoried, with photographic records created.

Museum Still Seeks Additional Volunteer – Library Coordinator

Last month we put out the call for a library coordinator, but didn't get any takers. The job is still open, and we really need some help. We need someone to be responsible for the museum's library. The library consists of about 300 books, approximately 100 copies of Life magazine from the WW-II years, a handful of other magazines, and a few DVDs and CDs. Two years ago, as part of an Eagle Scout community service project, we obtained library management software and entered all of our books and magazines into a library database. At that time we also got rid of all the books we didn't want (didn't pertain to WW-II). The big project work is done. What we need now is a person to maintain that system.

Maintaining the system primarily means entering newly acquired books into the library database, creating and applying a location label to the spine of the book, and placing it in the proper location in the library. The shelves are already marked with a locator system. Once in a while the library software has to be updated (it tells you), and then a click on *Update* gets the job done.

All of this can easily be done in a few hours each month, say a visit of 2 hours, twice a month. We will provide training, a key to the building, and an alarm code. If you like history, have modest computer skills, and

would like to help out the Freeman Army Airfield Museum team, please contact Larry Bothe, 812-521-7400, LBothe@comcast.net. Thank you.

Member Accomplishments

Mindy Gullion passed her IFR checkride on 9/10. Now both she and husband, Monte, are instrument-rated. The utility of their recently-acquired Piper Archer is greatly enhanced.

Glider Operations Recap

By Bob Walker (OB1)

The cross-country soaring season is winding down. The soaring in August and the first two weeks of September was challenging. Many days had overcast skies and no thermals. Despite the poor conditions for cross-county soaring, the past few weeks have been excellent for student training. Winds have been light and the temperatures have cooled slightly.

On August 24th, LSC hosted an informal fly-in for the FFFA and EAA. This was a great opportunity for pilots to get firsthand experience in glider operations. LSC did seven introductory rides. In addition, 96-year-old, Rev. Bob also took a ride in the Grob 103. Rev. Bob traditionally takes a glider ride each year around his birthday. LSC thanks the FFFA for providing lunch.

Now for the numbers -- in August, LSC accounted for 576 operations at Freeman. Each glider takeoff counts as two operations -- a glider and a towplane. The towplane and the glider return to Freeman for an additional two operations. The club is on target for approximately 500 operations in September.

Airliner Performance, Part II

By Adam Springmeyer

Hello FFFA Members, and welcome to September of 2019. Not much has really changed here in Pittsburgh, so let's jump right into this month's article.

Last month we listed and defined the performance terms that we use when flying the ERJ-170. I also showed everyone how the data is sent back to us via ACARS. This month we list and describe the V-speeds and their definitions that come back to us in the ACARS transmission.

1. V_1 – *This speed is designated as our "go" or "no-go" speed. If we are taking off down the runway, and have any type of problem, such as a "Master Warning", "Master Caution", or "Wind Shear" alert, below the V_1 speed we can safely stop on the remaining runway based on the conditions fed into the computer program. Above V_1 we have to "go", or take off.*
2. V_R – *This is the speed at which we will rotate the aircraft. This speed is usually 5 knots faster than V_1 .*
3. V_2 – *This speed is designated as our "takeoff safety speed." If we had any type of problem as mentioned in V_1 , we can safely lift off with the current aircraft configuration and be 35 feet above the runway by the end.*
4. V_{AC} – *This speed is used when a missed approach is conducted at the current flap setting.*
5. V_{FS} – *This speed is defined as "Final Segment" speed. This speed is used at 400 feet AGL and ensures our speed and obstacle clearance with 1 engine inoperative.*
6. V_{REF} – *This is the speed called "landing reference speed." This is the speed at which we will slow to as we pull the throttles to idle after crossing the threshold.*
7. V_{AP} – *This is the speed we set for our "approach" speed. Usually this speed is around 5 knots above our V_{REF} speed. This speed can also increase based on the wind speed at the surface. If we experience gusting conditions, we can increase that speed up to an additional 15 knots. We have to take into account that we may end up floating, and could not land in the touchdown zone. Increase of this speed is cautioned.*

I would like to thank each and every member for reading these articles. I would also like to thank all the members who sent in requests

for different topics. Finally, I would like to thank the editor, Mr. Larry Bothe, for allowing me to give you some pointers, feedback, and to share my experiences with you each month. If you have any questions that you would like answered, please feel free to email me at adam.springmeyer@gmail.com. Fly Safe, and Blue Skies.

Glider Operation Information

The Louisville Soaring Club would like aircraft flying at SER to know that the gliders almost always operate off runways 14/32. However, that does not mean that the wind favors 14 or 32. The gliders and tow plane use 14/32 because it is convenient to where the gliders are stored. ... All the gliders have radios. When approaching the field, especially on weekends, call addressing *Seymour Glider Operations* and ask where the gliders are; they will tell you. It actually works best, when glider operations are in progress, for power planes to use 5 or 23. FMI www.soarky.org, or call President Bob Walker at 502-314-3519.

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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 and receive a personal reply directly in your e-mail.

Local Event Calendar at a Glance

Sep 28*, Madison Air Show, IMS
Larry Bothe will be the guest announcer
Oct 5-6, Bowman Field Heritage Days, LOU
Oct 10, FFFA meeting, night flight review

*An asterisk means Cliff Robinson will be performing an air show at that event. If you want to see world-class aerobatics with no admission charge, attend one or more of these events.

Freeman Field Flying Association meets the 2nd Thursday of each month, 7:00 PM, at the Freeman Army Airfield Museum. 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, map room.

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.

Sell – Buy

Have something you want to sell or buy? FFFA members get a free ad. Send an e-mail to LBothe@comcast.net to place an ad.

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