



*On the  
Wings of a  
Dream*

THE TED FREEMAN LEGACY

DELAWARE  
TECHNICAL  COMMUNITY  
COLLEGE







## FEBRUARY 18, 1930

Theodore C. Freeman was born in Haverford, Pennsylvania.

## 1932

Ted's family moved to Lewes, Delaware when he was 15 months old.

As Ted grew up, flying was an important part of his life; he saved money, not for candy or movies, but for airplane rides. He hung around the Rehoboth Airport during World War II, interacting with anyone involved in aviation, especially those involved in the Civil Air Patrol and pilots who worked spotting submarines for the Air Corps (forerunner of the U.S. Air Force).

After the war, 15-year-old Ted and his best friend, Joe Hudson, spent so much time at the airport that they were asked to work there. The teens were paid 20 cents an hour to replace the covering on airplanes, refuel them and wash the propellers.



Two-year-old Ted Freeman (left) together with his four-year-old brother, Jack (right, striped shirt)



Rehoboth Airport, Rehoboth Beach, Delaware

## 1945

Ted began piloting airplanes, initially with no official license to fly.

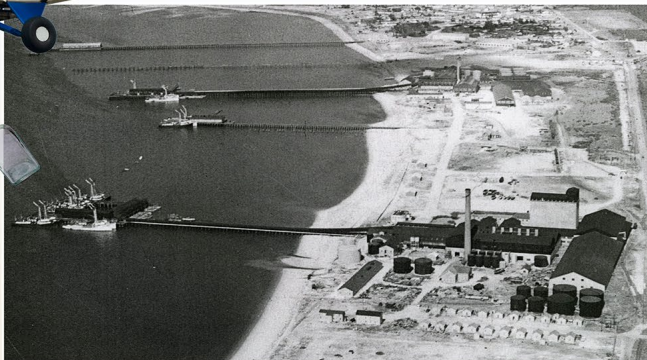
## FEBRUARY 18, 1946

On his 16th birthday, Ted earned his pilot's license with 450 hours of flying time already acquired.

## 1946

During high school, Ted and Joe worked as spotter pilots searching for schools of menhaden for Fish Products Company of Delaware in Lewes, owned by Otis Smith. They flew over the Delaware Bay and dropped bottles alerting the fishing vessels below to the locations of schools of menhaden.

They also piloted Mr. Smith to all his fisheries from the tip of Long Island, New York to Florida.





## 1947

U.S. Senator John J. Williams of Millsboro nominated Ted for the United States Naval Academy.



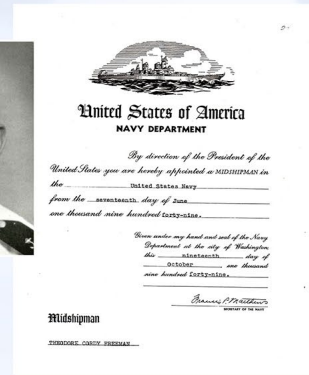
Lewes School, Lewes, Delaware

## 1948

Ted graduated from Lewes High School with honors and that summer earned his commercial pilot's license.

## 1949-1953

Ted attended the United States Naval Academy, graduating with a Bachelor of Science degree. He was 238th in a class of 925; originally there were 1,300 students in his class.



## JUNE 6, 1953

On the afternoon of graduation day, Ted married Faith D. Clark.

## 1953

Ted, honoring his lifelong love of flying, chose to enter the United States Air Force as a Second Lieutenant. His first plane was a yellow T-6 Texan. In the service, he was a member of the Command Fighter Pilots, served with the First Fighter Squadron, and was a flight test aeronautical engineer and experimental flight test instructor at the Air Force Aerospace Research Pilot School.



## JULY 8, 1954

A daughter, Faith, was born to Ted and his wife.



## SEPTEMBER 1954

As a student in the USAF Advanced Flying School, Ted learned to fly the F-86 Sabre fighter jet.

## FEBRUARY 1955

Ted was promoted to First Lieutenant and earned his wings. He then served three years in Foreign Service as a Tactical Air Command Fighter Pilot.

## 1957

Ted joined the first daylight air defense squadron in the TAC and flew supersonic F-100 Super Sabres; he also practiced firing at drones with the first Sidewinder missiles.



## 1960

The University of Michigan awarded Ted a Master of Science degree in Aeronautical Engineering. While at the University, Ted was promoted to Captain in the USAF.



## MARCH 1963

After two years of test-flying experience with advanced and high-performance aircraft, Ted was one of 14 candidates to graduate from aerospace school (Experimental Test Pilot and Aerospace Research Pilot Courses) at Edwards Air Force Base, California.

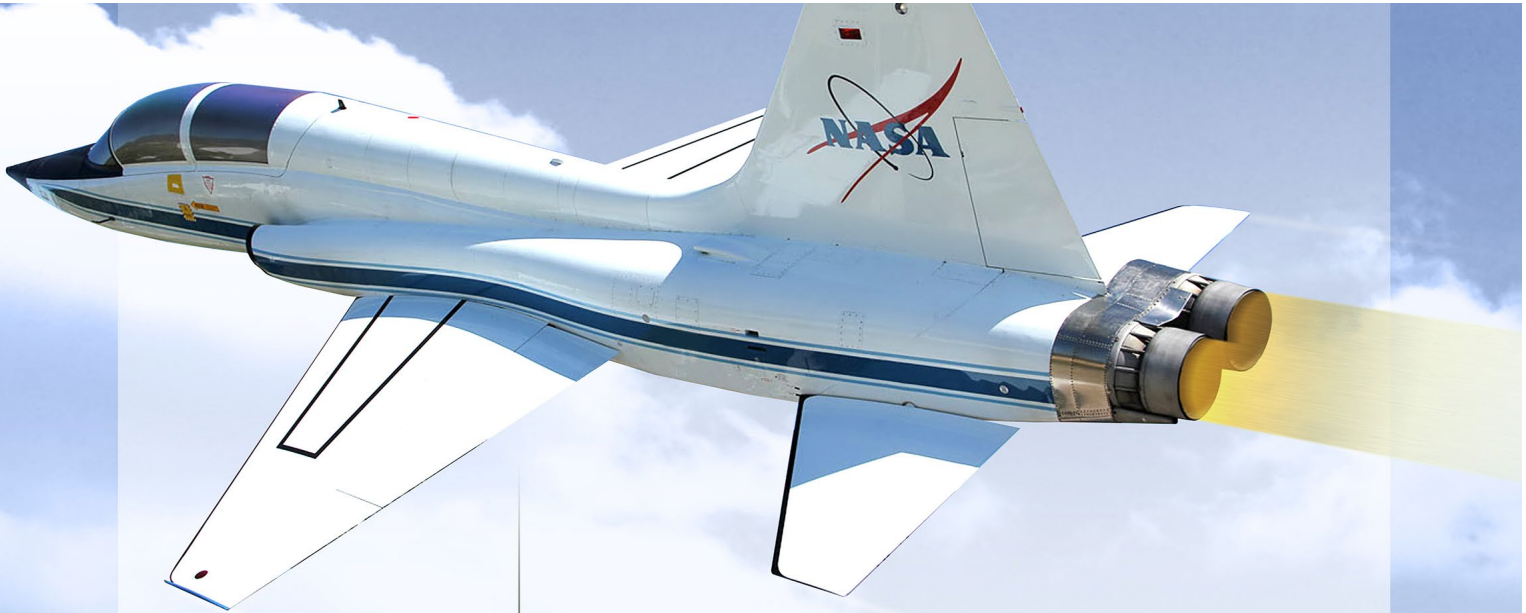


Front row, from the left, Edwin E. Aldrin Jr., William A. Anders, Charles A. Bassett II, Alan L. Bean, Eugene A. Cernan and Roger B. Chaffee. Back row, from the left, Michael Collins, Walter Cunningham, Donn F. Eisele, Theodore C. Freeman, Richard F. Gordon Jr., Russell L. Schweickart, David R. Scott and Clifton C. Williams Jr.

## OCTOBER 18, 1963

Ted was selected by NASA as one of 14 astronauts (from 271 applications) for Projects Gemini and Apollo. A news release of the day noted the "new astronauts will be called upon to plant the Stars and Stripes upon the moon."





### FEBRUARY 3, 1964

The Manned Spacecraft Center in Houston, Texas was the site of Ted's training. He was assigned to the Apollo branch, headed by Gordon Cooper, along with Buzz Aldrin, Gene Cernan, and Alan Bean and given the responsibility to develop launch vehicles or boosters.



### OCTOBER 31, 1964

Capt. Freeman chose to make up routine flight hours near Ellington Air Force Base, Houston. Unexpectedly encountering a flock of snow geese, one smashed into the canopy of his T-38A Talon jet, sending pieces of plexi-glass into both engines. The engines failed, and when he realized he wouldn't clear military homes (some of which housed fellow astronauts), he desperately banked away from the houses. This unselfish act cost him his life. By the time he ejected, he was too low and going too fast for the parachute to fully deploy. (At that time, zero-eject parachutes were just under development.) He became the first American astronaut to lose his life in the country's quest for the moon.

All 28 astronauts, including newly retired astronaut John Glenn, were in attendance at the funeral in Houston and burial in Arlington National Cemetery. It was the last occasion in history when all of NASA's astronauts were gathered in the same place at the same time.



DESCRIBED BY HIS PEERS AS AN OUTSTANDING PILOT, HE WAS HIGHLY REGARDED AT NASA BY THOSE WHO DETERMINED FUTURE PROJECTS AND FLIGHT CREWS. CONSIDERING THE ESTEEM IN WHICH HE WAS HELD, IT SEEMS VIRTUALLY CERTAIN THAT CAPT. FREEMAN WOULD HAVE FLOWN TO, AND WALKED ON, THE MOON.





# THEODORE C. FREEMAN POWERPLANT EDUCATION BUILDING

Dedication  
February 18, 2014

DELAWARE  
TECHNICAL  COMMUNITY  
COLLEGE