



# ***Freeman Flash***

**NEWSLETTER of the FREEMAN FIELD  
FLYING ASSOCIATION**

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Larry Bothe, Editor

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

## **5-Month Construction Project Ends Runway 14-32 to Reopen on Friday, 10/23**

### **Rwy 5-23 Moved/Lengthened Center Taxiway Rehabilitated Rwy Intersection Corrected Taxiway out to Rwy 5 Added**

This major upgrade to our airport is coming to a close. All the runways and taxiways will be open by this Friday. There are some lighting issues to resolve, the FAA needs to do some test-flying, and little odds and ends to clean up, but we're for practical purposes, we're finished.

All this started a couple years ago when the proposed route of the Burkhart Blvd. Bypass came too close to the threshold of runway 23. 23 had to be shortened by 1000-feet to provide FAA-mandated clearance. Not wanting to give up 1000-feet of our prevailing-wind runway, the airport authority proposed to add the 1000-feet back on the southwest end. At the same time, to allow larger airplanes to land and take off, they decided to add an additional 500 feet. When it reopened two weeks ago, 5-23 was 6000-feet long. Your editor was honored to be at the controls of the first airplane to takeoff on the lengthened runway. Boy, is it nice!

The rehabilitation of the center taxiway had been in the planning stage for some time. Part of that rehab, strongly encouraged by the FAA for safety reasons, was to eliminate

the taxiway ending at the point of the V where the 2 runways came together. That arrangement required pilots to make a 135° turn onto either 5 or 32 in order to take off. The FAA long ago determined that such a sharp turn limited visibility, and caused a safety hazard. It was OK 80 years ago, when there was a war on, but not today. Present construction guidelines call for runway entrance turns to not exceed 90°. The FAA said they would no longer furnish construction money until the deficiency was corrected. The 5-23 moving project, and center taxiway rehab, was the perfect time to correct the taxiway access turns.

But the story continues. Even as they were announcing the end of the current construction project, the airport authority and the engineering representative started discussion of the rehabilitation runway 14-32 in 2022. In order for the work to be performed in 2022, the design work and bidding process has to take place next year. The environmental study is already under way.

### **Blue Hangar Space Rental**

As reported last month, the airport authority decided to keep control of the Blue Hangar, and rent spaces directly to individual aircraft owners at a monthly rent of \$150. The hangar will be heated in winter sufficiently to

make engine starting easy, but not warm enough to do maintenance work in the hangar. To that end, airport secretary Diane Schepman called all the powered airplane people on the hangar waiting list. As of 10/19 she had 5 takers for spaces in the hangar. Depending on how the planes are arranged in the hangar (to make it so each plane can get in and out without having to move any other planes), there is probably room for one or two more aircraft. If you want to keep a plane at Seymour, now would be a good time to call Diane at 812-522-2031 and inquire about renting a space.

### **T-Hangar Rental Rates Likely Going Up**

At the meeting on 10/19, authority president Brian Thompson asked the members to consider raising the rental rate for our T-hangars. He pointed out that the last time the rent for T-hangars was increased was back in 2009, when the rent increased from \$75 per month to the current \$85/mo. Airport Manager Don Furlow did a telephone survey of hangar rental rates at other airports. He found that Seymour has the cheapest rates anywhere around here.

The airport uses the Consumer Price Index (CPI) to determine rental rate increases for the other buildings and land it leases out. Diane reported that the CPI has gone up 23% since 2009. Applying that to the \$85 current basic T-hangar space rent, you get a new rate of about \$105 per month. President Thompson commented that we should not be letting rent stay the same for 10 years or more, and then seek a large, painful, rent increase all at once. T-hangar rents should be reviewed every 3 years or so, like they do for large buildings and parcels of land.

Besides an increase in the basic rental rate, it was mentioned that perhaps the authority should adopt some sort of tiered rates based on class or category of airplane. We have gliders, single-engine airplanes, twin-engine airplanes, and long-term unairworthy

airplanes. Should all these types of airplanes pay the same rental rate? Authority members will consider all these things. More discussion to follow at the November meeting (11/16).

### **FFFA Meeting News**

The program for the October meeting was a tour of the museum annex. We always meet in the main museum building, but never go to the annex, 2 doors up the street. We finally made it there to have a look at our maintenance and restoration area, as well as see our road-worthy 1942 Ford fire truck, and the Link Trainer (WWII flight simulator). The annex also houses a wall of WWII propellers, several aircraft engines, and numerous WWII enemy aircraft parts. Finally, the museum annex is home to a modern, 3-screen flight simulator where guests can have a go at landing an airplane, and young people can be introduced to flight.

During the business portion of the meeting it was decided to pass on this year's Christmas dinner. Since the dinner is also our official annual meeting, we decided that the current board and officers will serve again in 2021.

The program for the November meeting, on Thursday the 12<sup>th</sup>, is not yet determined. We'll let you know when a decision is made.

**Dinner before the meeting:** In recent months a group of us have been meeting at the Poplar St. Restaurant at 5:00PM for a bite to eat before the FFFA meeting. The number of people has been slowly increasing. For September, it was up to six. Please join us for dinner before the October meeting.

**The FFFA Christmas party and Annual Meeting has been cancelled for 2020. The current officers and board will serve again in 2021.**

## 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, K.*

*James) overlap. The FFFA on occasion supports the museum with gifts of money for worthy projects.*

*FMI [www.freemanarmyairfieldmuseum.org](http://www.freemanarmyairfieldmuseum.org).*

The museum continues to improve exhibits as opportunities arise. The display of rifles has been reorganized to make space for a replica WWII M1 .30-caliber carbine rifle. Also, the estate of Dan Shirley has been kind enough to donate 2 rifles and a Japanese Samurai sword that had previously been on loan from Dan.

The project to mate the tailwheel assembly with the vertical stabilizer from a German Fw-190 airplane is coming right along. The swing-arm in the stabilizer is now freed up, and the tailwheel is being readied for installation. Once the two main parts are assembled, a stand will be built and the enhanced vertical stabilizer put back on display.

The museum media room has a new (used) computer, thanks to the generosity of Vern Seibert and Larry Bothe. Also, Larry built a new top for the media cart. We can now show our introductory video to guests, without the image jumping around.

## Amazon Smile

If you are ordering Christmas gifts from Amazon.com, you can help the museum by simply going to [smile.amazon.com/ch/35-2060830](http://smile.amazon.com/ch/35-2060830) to place your order. Amazon will give ½ of 1% to the museum, at no cost to you. Thanks for helping us this holiday season (and all year long).

## Member Accomplishments

Please welcome new member **Tim Porter** to the FFFA. Tim is a private pilot living in Bloomington, In. He has a Cessna 172N.

Also, please welcome new member **Pete Silliman**. Pete flies for UPS and lives in KY. He has a Bonanza and a Decathlon. He looks forward to retiring from UPS soon so he can fly his small airplanes more often.

## FFFA Member Activities

Several FFFA members attended the Madison Air Show on September 26<sup>th</sup>. It had been advertised that a B-25 WWII bomber would pay a visit to the air show, and offer rides (for a fee). It was a little late getting there, but it made it.



Jack Rhodes' B-25 back in the area after 40 years, at the Madison Air Show in 2020.

In the museum we have a picture, taken in 1970, of a B-25 on the ramp in front of what is now Cherry Hill Aviation. The caption says the bomber belonged to Jack Rhodes. What are the odds that the B-25 visiting Madison is the same one that belonged to Jack Rhodes 40 years ago?

It turned out that it did indeed belong to Jack. The folks who now own the plane confirmed that they bought it from Jack Rhodes in 1982. The Indian Head (which was on the plane when Jack owned it) originated in WWI and was painted on the planes of the French Lafayette Escadrille, which were flown by American pilots. It is said to have symbolized the determination of these pilots for fight hard for France. Some US WWII airplanes had that symbol as the dedication of the crews to defeat our enemies.

Your editor was having lunch with a student at the restaurant in Columbus on October 2<sup>nd</sup>

when the phone rang. It was Allen Miller, the pilot of the P-51 Mustang fighter that belongs to the *Rise Above* group. *Rise Above* is a group that promotes the Tuskegee Airmen history for the purpose of convincing young black people that they too can succeed, like everyone else, with some education and hard work. The pilot told me that he was flying from St. Louis to Clermont County Airport (home of Sporty's) over in Ohio. Along the way he wanted to stop at Seymour and see the Freeman Army Airfield Museum.



*Rise Above* red tail Tuskegee Airmen P-51 at Freeman Field on 10/2/20. Note that the person in the picture is not the pilot. He was a passenger. Photo credit Diane Schepman.

He arrived around 4:00 and said he and his passenger didn't have too long; they had to be at Clermont County by 4:30 because the ground crew there went home at that time. I responded he already couldn't make it. What? What time is it? I told him 4:05. He had apparently forgotten about the time zone change coming East. It was pretty weird. They just got back in the plane and took off; never setting foot in the museum.

### Interesting Aviation Links

Just for fun: ***You Can Always Go Around***, song and video, submitted by Dan Kiel, 10/3/20. 3 minutes.

<https://www.youtube.com/watch?reload=9&v=vqFTD-BqwI8>

### Airline Perspective

Our airline guy, Adam Springmeyer, was on vacation, and is now moving into a new home. He just doesn't have time for writing

this month. He promises to be back with us for the November issue.

## LSC Glider News – Winch Launching a Glider

By "UPS" Bob Walker

Pilots familiar with the LSC glider operation know that our gliders always launch behind the trusty 180-hp Scout. This is called an aerotow. But, did you know that gliders can also be launched using their own power (self-launching motorgliders), behind an automobile (autotow), or with a stationary winch? A group from LSC recently traveled to Eagle Field Airport in Pennsylvania for winch training with Karl Striedieck. This month's article provides a short introduction to the exhilarating experience of winch launching.



### Overview

Winch launching involves three main pieces of equipment: a highly specialized winch, about 3000 ft. of cable and (of course) the glider. The cable we used was 3100 feet long. The length is determined by a combination of winch speed and desired altitude. The winch is positioned 3100 feet downfield from the glider and the cable slack is taken up. Using standardized radio communication, the glider announces to the winch operator to begin takeoff. This is when things happen very quickly. This YouTube link shows one of the takeoffs from our visit, <https://youtu.be/i6la-KFqRHc>.

From the beginning of the takeoff roll, it takes 4 seconds to become airborne. Airborne to 1,000 feet only takes an additional 9 seconds. That's an average climb rate of roughly 6,000 feet per minute with pitch attitudes of 45 to 50 degrees. Once the glider has reached release altitude, the winch operator stops the

winch, the cable is released (at the glider) and the glider is on its way. Soaring begins.

### The Winch

The winch is a unique piece of equipment. Winches have large automobile engines, usually in excess of 300 hp, that drive a spool for taking up the cable. As you can imagine, the cable must be retracted at a controlled speed for the glider to launch safely. For this reason, winches are equipped with either a "constant torque" or "constant speed" transmission. An operator is stationed in the winch and carefully coordinates with the glider pilot and ground crew.



### What if the Cable Breaks?

The cable used in the PA winch tow operation is Spectra polyethylene rope. It has high tensile strength and is designed to minimize stretch. However, during takeoff, there is some stretching, due to its length. Regardless of the type of tow, glider pilots should always be prepared for a cable break. A cable break during a winch launch requires a prompt response by the pilot. If the cable breaks while the glider is pitched up at 45 degrees, full forward deflection of the stick is necessary to establish a safe airspeed. This usually results in a momentary pitch down attitude of 45 degrees, before resuming a normal glide path.

### Summary

A winch launch is a demanding and exhilarating experience. Once the takeoff begins, it only takes 13 to 15 seconds to begin soaring. With an experienced crew and

gliders carefully staged on the runway, it's possible to launch 20 to 30 gliders in an hour.

There are very few places in the U.S. that perform winch launching. If you ever get a chance to winch launch, don't pass up the opportunity. It's an experience you'll never forget!

## **New FAA FAASTeam Program Manager**

Our long-time safety guy at the FSDO, Lew Owens, retired at the end of this past March. Your editor just received an email from his replacement, FAA Inspector Chris House. For now, Chris can be contacted through his email, [Christopher.House@faa.gov](mailto:Christopher.House@faa.gov). I don't know if he will take over Lew's old phone number or not. After he gets settled in we'll invite him down to Seymour to do a meet & greet, and to see what we are doing down here.

## **David Gray Honored**

Selected to be an Artist-Member of the American Society of Aviation Artists

Many of you know David Gray as the head of the Freeman Field Recovery Team. David's group search for buried WWII enemy aircraft and parts at Freeman Field from 2008 until 2013. What you may not know is that David is an accomplished artist; drawing and painting WWII aircraft, warships, and open-wheel (Indy) race cars. We have prints of some of his WWII aircraft paintings for sale in the museum.

### **Seymour 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](http://www.soarky.org), or call Mike Carlson, President, 502-321-6349.

### 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.

### Association & Meeting Information

**Freeman Field Flying Association** meets the 2<sup>nd</sup> Thursday of each month, 7:00 PM, at the Freeman Army Airfield Museum. No meeting in July. Christmas dinner in December. **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.  
**Airport Authority** meets the 3<sup>rd</sup> Monday of each month at 7:15 PM, terminal building conference room.  
**Freeman Army Airfield Museum** board meets the 3<sup>rd</sup> Tuesday of each month, 6:00 PM, main museum building, Map Room.  
**Freeman Flash** issues going back to 1999 are available if you contact the editor.

### Local Event Calendar at a Glance

Nov 12, FFFA meeting, museum, 7:00pm.  
Program is ..... TBA

#### **For planning purposes next year--**

Apr 13-18, Sun 'n Fun 2021  
Jul 26-Aug 1, AirVenture 2021, Oshkosh, WI OSH

\*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.

### **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.

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