



Freeman Flash

NEWSLETTER of the **FREEMAN FIELD
FLYING ASSOCIATION**

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Larry Bothe, Editor

Website: www.freemanfield.org

Scottsburg Airport Sold

Larry Beckley, the long-time previous owner of the airport, told your editor many years ago that he considered the airport to be his retirement investment. When the time came, he would sell it, and invest the proceeds to create income for his retirement years. I guess that time has come. For as long as I can remember, Larry has worked at the Ace Hardware in Scottsburg. I don't know if he's still there or not. Perhaps he really did retire.

The new owner is Shawn Honaker, who owns Honaker Aviation at Clark Regional Airport in Sellersburg, IN. It's unclear what plans he has for the property, but I did hear that he may wish to build a house and live there. Since I know Shawn a little bit (I used to do a lot of checkrides at Honaker when I was a DPE), I tried calling him, but he wasn't in. If I learn more, I'll get it in the November edition of our newsletter.

Airport News

Victoria Taylor Joins Airport Staff: In the last issue of the Flash we told you that long-time (20 years!) airport secretary Diane Shepman is retiring in early-2022, and that a search was on for her replacement. That search has been completed, and Victoria Taylor has been selected to replace Diane. Further, due to the complexity of the job and the shortness of time, it was decided to have Victoria start right away so she could have the maximum overlap with Diane to experience and learn all the things that go on at our airport.

This might be a good time to think a little bit about Freeman Municipal Airport. "Freeman Field" is really an industrial park with runways, with a bit of farm management thrown in. There are only 2 people in the office; Manager Don Furlow, and the secretary. Together they run this complex, multi-discipline business, under the guidance and oversight of the Seymour Municipal Airport Authority.

The airport is owned by the City, so it has to be run in coordination with city plans and policies. Between the income from the industrial park leases and from farming, and a relatively small amount from hangar rental and aircraft fuel, the airport is financially self-sufficient. No tax dollars from Seymour residents are spent to operate and maintain our airport. As a public entity, the airport is subject to the rules and regulations of the State Board of Accounts. They (the SBoFA) audit the airport periodically to make sure all the funds are properly accounted for, and are being spent in a way consistent with the best interests of the public they serve. And it's not just a lick and a promise. The SBoFA auditors are here for several days at a time.

Airports have to adhere to rules (called Federal Aviation Regulations, or FARs) for the safe operation of airports. And because the airport receives grants of money from the FAA, we have to adhere to FAA usage and access rules as well. Note that these FAA

grants pay for upwards of 90% of infrastructure work (runways, taxiways, drainage, terminal building etc.). Otherwise, without such grants, municipalities would never be able to afford to maintain a decent airport.

The point this discussion is that the position of airport secretary at Freeman Municipal Airport goes way beyond the traditional concept of what a "secretary" does. This is not a job where all you do is answer the phone, set up a few meetings, and answer a little light correspondence. Our secretary is the bookkeeper, lease administrator, local/state/federal government coordinator, HR specialist, and custodian. The coordination between all these agencies, and all the rules that must be followed and reports submitted, is why Victoria has to start now, in order to be up to speed when Diane is no longer here.

FFFA News

The October FFFA meeting was exactly as advertised. We met at San Marcos Mexican restaurant for dinner before the meeting. We liked San Marcos, and will likely go there again in November

After dinner, we went to the museum, where we were joined by Mindy and Monte Gullion. The group spent about an hour touring the main building of the museum. New and/or changed exhibits include the Capt. Freeman exhibit, with lots of new items, the Founders & Donors exhibit moved to the Map Room, our collection of rifles (including an M1-Garand on loan from Monte Gullion) is in a new and much better display case, the CAP display reorganized and completed, and the Tuskegee Airmen display rearranged, with new items added. The museum has made a lot of changes/improvements in the last few months.

The FFFA program for November will be another history program. During WWII in amphibious assaults, ships call LSTs (**L**anding **S**hip, **T**ank) were used to get heavy

mechanized fighting equipment ashore. There are very few LSTs remaining, and only a handful that are still seaworthy. But guess what, there is one in Evansville, IN that is still operational, and sails the Ohio river several times a year. One of their tour guides recently contacted us, and wants to come to the museum to put on a program about LST 325. Mark your calendar for Thursday, November 11th, to come to the FFFA meeting and hear about the role LSTs played in winning WWII.

Dinner before the meeting: A group of us meet at a local restaurant, recently changed to San Marcos, located at the corner of 5th and Ewing (501 N. Ewing) in Seymour, at 5:00PM, for a bite to eat before each FFFA meeting. Please join us for dinner. We talk about whatever has happened to us lately in the aviation world. Information flows. Lots of fun!

FFFA Christmas Dinner – Not!

After careful consideration, we have decided that we should once again pass on having our traditional Christmas dinner. There have been several "breakthrough" cases of C-19 within our membership, and one death of a member who was not vaccinated. This health situation has not yet really stabilized, at least not enough for us to set up reservations and a dinner for this year, with confidence. We're not sure about a December regular meeting. People are pretty busy at that time. Maybe we'll skip it. More later.

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.

Our Captain Richard Freeman display, the first thing you encounter when you enter the

main building of our museum, has been expanded and completely reorganized. This was occasioned by us receiving a lot of additional Capt. Freeman memorabilia this past April. We had more projects than we could handle over the summer, but we finally found time for the good Captain earlier this month. The one thing we are not yet able to display is his parade uniform from West Point. He graduated in 1930, so this uniform is probably 92 years old. It's in very good shape. The hold-up is that the proper size/style mannequin we need is out of stock at the distributor. We know they come from offshore, so our mannequin is probably on one of the container ships off the coast of Long Beach, CA.

Gayla O'Connor notified us that we could come get the full-scale Me-163 (German rocket plane) fuselage that Tim was building for the museum at the time of his death late last year. We got it this past Wednesday. Right now, it's in the museum annex, so you can come see it. There is a lot of work to be done to turn it into a finished museum display. We need a volunteer to head up a team to complete the project. Anybody interested?

Our President, Joe Clegg, has been in touch with a person who wants to donate a Jacobs radial engine, with stand, to our museum. Joe will continue to pursue the donation. It will be a nice addition; we don't have a complete radial engine on display.

Other progress this month includes a trial fitting of the tailwheel strut up into the Fw-190 vertical stabilizer we have up on the nice stand built for us by our friends at Crane Hill Machine. There is still work to be done, but now we have some idea of what to do next.

Dipsticks

By Larry Bothe, 10/3/21

When I was a DPE, I did a lot of checkrides down at Clark County Airport. Once, when I landed there to do a checkride, as I walked

from transient parking to Haps, I came upon an oil dipstick, just laying out on the ramp. Say what? I picked it up and took it inside with me. It didn't take long to figure out that a student must have checked the oil in one of the rental Cessna 172s, and failed to put the dipstick back in before he went flying. He came back from his solo practice, and the dipstick was replaced in the engine. No harm was done. Would you believe, a short time later, the same kid did the same trick again? After the 2nd episode, he was always addressed as "Dipstick". I don't remember ever doing his checkride.

I still belong (as a "social member") to the flying club I helped run during the 90's, up in Chicago. Their September, 2021 newsletter tells of issues they have had with members overtightening oil dipsticks in their Lycoming-powered planes. I wrote an article for them about that. Here's what I had to say.

The September issue of our newsletter, *Blue Side Up!*, cautions about the overtightening of the screw-in type oil dipsticks found on today's modern Lycoming engines. It must be a problem; it's mentioned in two places. My first thought is that's it's not new; we had the same issue when I was the BFC Operations Manager (in charge of maintenance) back in the 1990's. If you don't believe me, ask Nick Davis.

Admonishing members to avoid over tightening, and telling them such a transgression can lead to leaks and increased maintenance cost, is all well and good, but it doesn't tell them what really happens, and gives no detail about how to perform proper dipstick tightening. People learn much better when they know the *why* of a situation, and are given an explanation to what they should be doing (in detail), rather than being told what *not* to do.

Here's what happens with dipsticks. Most people using screw-in devices operate under the concept that tighter is better. Prevents leaks. You don't want that big bottle of cheap

wine that is laying on its side in the fridge to leak all over the place, do you? But with dipsticks, and the big heat cycle the engine goes through each time the plane is flown, tighter is not better.

We generally check the oil when the engine is cold, before flight. Then the engine comes up to full operating temperature, and finally cools to ambient temperature after the plane is put back in the hangar. During that heat cycle (a 150°F change), the dipstick becomes much tighter. If the dipstick is installed too tight to start with, it becomes very difficult to remove. If the next person resorts to pliers to get it out to check the oil, things get broken. Leaks can ensue.

What you may not know is that the dipstick is not screwed directly into the engine block. Rather, it is screwed into a high-temp plastic fitting. The bottom of that fitting is screwed into the engine block, and safety-wired in place. If the dipstick is really tight in the fitting, and pliers are used, it is pretty easy to end up unscrewing the fitting from the engine block. The fitting won't move far, because the safety wire comes tight, but the seal is broken, and you have an oil leak. In order to fix it, the top engine cowl has to come off, safety wire cut, fitting removed and inspected, then reinstalled and tightened to the proper torque setting, and the cowling reinstalled.

OK, now that you know why over-tightening is bad, how do you avoid it? What is the proper procedure when replacing the dipstick after checking the oil? The dipstick (the yellow part at the top) has "ears", which make it easy to grip and turn. Right under that top part, but above the threads, there is a rubber O-ring. When replacing the dipstick, lower it into the tube, and get the threads started. Then, using just your index finger (one finger!), turn the dipstick until you feel the O-ring touch the top of the plastic fitting. Stop there; don't push any harder with your index finger. Change your grip to thumb-and-forefinger. Turn the dipstick an additional 1/8th (only 45° of rotation) turn, and you're done.

Even though, with little effort, you could turn the dipstick an additional 1/4 or 1/2 turn, DON'T DO IT! It is sufficiently tight with just the 1/8th turn after the O-ring touches. The dipstick isn't going anywhere, and neither is the oil. The next person to check the oil will have to make a modest effort to unscrew the dipstick, but will not feel compelled to go get the pliers. No damage; no leaks.

LSC Glider News – Crosswind Formation Takeoffs

By John Uhl, Chief Tow Pilot, LSC

Glider aerotow can be best thought of as formation flight with two aircraft possessing significantly different flying characteristics. Prevailing winds at SER are generally from the west, providing the glider operation with ample crosswind practice on Rwy14/32. For a smooth, successful takeoff outcome, each aircraft requires the application of a different crosswind technique.

Prior to launch, both pilots will have made a final wind check and prepped for existing conditions. The typical takeoff begins with a wing runner holding the wings of the glider level. In the tow plane, takeoff starts with the stick positioned toward the upwind wing, raising the upwind aileron. Power is advanced to maximum.

As the two aircraft accelerate, the sailplane pilot is focused on maintaining the wings level, and staying in position directly behind the towplane. With its lower stall speed, the sailplane is first off the runway and flying. It is critical at this stage that the sailplane level off just a few feet above the runway, and continue holding its station behind the accelerating towplane. To compensate for the crosswind, the sailplane pilot must initiate a crab into the wind. A slip cannot be used here, as the long wings of the sailplane, flying only a few feet above the runway, make it imperative that they remain level.

In the towplane, as airspeed increases, the pilot must continue to hold aileron into the

wind, adjusting rudder input as required. As the towplane approaches flying speed, and the wings begin to support more of the aircraft's weight, it is necessary to counter the crosswind with a cross-controlled slip, lifting the downwind wing and the downwind main wheel off the runway, rolling only on the upwind wheel. The tow pilot's job is to accelerate the formation while tracking the runway centerline. If the pilot does not compensate in this manner, as weight is lifted from the main wheels, and surface contact is reduced, the towplane's wheels will begin a sideways skip toward the downwind side of the runway.

Once both aircraft are off and climbing, the tow pilot transitions from a slip to a crab into the wind, at which time the sailplane pilot can slide in line behind the towplane. From the ground, the towplane/sailplane combination will appear to be flying as a unit with a formation crab into the wind.

For a seamless crosswind takeoff, both pilots must proactively anticipate the wind's effects on takeoff and make appropriate, timely compensation. Both pilots must understand how the wind will impact their aircraft and how to make them do what will be required. As with other formation flight, both pilots must trust the other pilot to understand and correctly execute their part.

FFA Member Activities and Accomplishments

Joe Joray retired from his very hectic job selling industrial packaging materials. He suddenly had time, and he got a flight review and is back to being current in the Cessna 182 he owns with **Marshall Royalty**. Congratulations to Joe on his retirement, and return to flight status.

Monte Gullion is now fully retired from the communications industry, and is enrolled in the A&P school down in Louisville. It will take him a couple years to complete the program and get his certificate, because that school

does not have summer classes, like Vincennes Univ. does up in Indianapolis. But Monte & Mindy live in Scottsburg, so the daily commute to school is much easier going down to Louisville.

With the nice weather lately, **Helmut Weislein, Pete Sulliman, Penny Litz and Larry Bothe** made it down to Vine Grove (70KY, just south of Godman Field) for a barbeque on Sunday, 10/17. Prior to that flight, there was another cookout at Goode Field (over by Owensboro, KY) on 10/9. **Larry** and **Helmut** made it to that one as well.

Airline Perspective – Vaccine or No Vaccine?

By Adam Springmeyer

Hello to all! Welcome to the start of my favorite time of the year!!! Cooler weather, holidays, and time with family!!! This time of year, we airline pilots see an uptick in our flying hours, especially around the middle of November into January. This year is also a little different in that we are seeing more personal travel, which tends to replace the lost business travel from years past. It is good to see our passengers coming back.

This month's article was very challenging to write as the topic is rather controversial. I need to clarify a few things before getting into it.

1. I am not a medical professional, so please consult your doctor for medical advice or questions regarding COVID-19/ vaccines.
2. Please know that choosing to get or not get the vaccine is your choice, and no one should judge you on that choice. I chose to do so based on the amount of people that both my wife (a corrections officer) and I are in contact with on a daily basis.
3. This article does to reflect the views of my employer. These are just my personal observations.

Most of you know that President Biden signed an executive order that anyone who works for

a private sector company that has over 100 employees is required to get the COVID-19 vaccine. It expands the previous executive order, which originally only applied to persons who work for a government entity. This has caused some ruffled feathers at several airlines. Prior to the mandate, airlines were going to be exempt from this policy, as the vaccine had side effects that the FAA wanted to monitor before allowing it. Here's how some major airlines have responded.

United Airlines – Currently all but about 800 employees (out of 67,000!) have received some type of the COVID-19 vaccine. These 800 people, who do not qualify for any type of medical or religious exemption, are fighting the decision in Federal Court. They were set to lose their jobs at the end of September, but now must wait until the beginning of November to learn their fate. United is saying that if they don't comply with the mandate, they will be on unpaid leave until they get at least one dose of the 2-part vaccine, or the 1 dose vaccine.

Delta Airlines – Currently all new hires coming into the airline must have the vaccine prior to starting class, or even be on their campus, in Atlanta, Georgia. Delta's current stance is that if you have the vaccine, great. If you don't, then you can expect to pay an additional \$200 per week in health insurance costs due to the required weekly testing. This of course has many people upset. One person cited, "a smoker will pay less for their insurance if they have the vaccine versus a person that is healthy and not vaccinated!"

Southwest Airlines – They have made the news the past 2 weekends for the excessive number of cancelled flights. Pictures have been going around of a pilot in a Southwest uniform saying, "I've been employed for 4 years, have 5 kids, I'm a Navy veteran, and now I'm out of a job." The media has said the Southwest pilots were staging walkout/strike, due to the vaccine mandate. The Southwest Pilot's union has come out with data showing that procedures used by

the company, and their failure to upgrade their scheduling software, caused these cancellations. Southwest originally intended to put unvaccinated workers on unpaid leave status. That's changed, and now the employee will be on paid leave status until getting the vaccine.

On October 16th, I was traveling with a friend to recurrent training, and he stated that he was never going to get the vaccine, for personal reasons, and that he was afraid of losing his job due to the mandate. "How can I do that with 2 little kids, and my wife who is a stay-at-home mom?" At the other end of the spectrum, I have flown with a pilot who told me, "I have 3 kids and a wife at home. Not only did I get the vaccine, but I will be wearing a mask at all times, even on the flight deck." Each person has their own opinion, and only time will tell where COVID takes us next. My only hope is that we can get back to living our lives without fear of retribution from this virus.

If you are planning air travel anytime soon, note that a facemask is required for anyone over the age of 2 on any and all airport property, and while on the aircraft. Failure to do so may result in the person being denied boarding (which I have seen happen), civil penalties, or even being arrested. Employees with my airline are required to wear their mask in any public place (hotel lobbies, hotel vans, airports, and aircraft) anytime while in uniform.

Thanks to each and every member for reading these articles, and to the ones who send in requests for different topics. If you have any questions that you would like answered, please email me at adam.springmeyer@gmail.com. Fly Safe, and Blue Skies.

Medical Minute –

Was by Dr. Aaron Frey, MD, 812-524-3333

To your editor's surprise, a couple weeks ago I received a message from Aaron, advising

that he had resigned his appointment as an FAA Designated Airman Medical Examiner. That being the case, he no longer has the source material for his monthly column, so we won't be hearing from him any longer. This in no way affects Dr. Frey's regular medical practice; he's just no longer doing FAA pilot medical examinations and certification.

Some of you will wonder why he resigned from doing FAA medicals. The reasons are complex, and beyond the scope of this newsletter. But I want to assure you that, like my resignation from being an FAA Designated Pilot Examiner nearly 4 years ago, it was completely voluntary. It was not a resignation under threat of dismissal. Dr. Frey didn't do anything wrong; being an AME just didn't work for him anymore. That's what happened with me being a DPE.

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, or call Mike Carlson, President, 502-321-6349.

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Local Event Calendar at a Glance

Nov 11, FFFA meeting, LST 325 presentation, 7PM, at the museum
FFFA December meeting: No Christmas dinner. Maybe we'll skip it entirely. More next month.

Local aviation events are about over for 2021. Here are some important dates for advance planning in 2022:

Sun 'n Fun 2022 April 5-10
AirVenture 2022 July 25-31

**** Two asterisks mean Cliff Robinson will be performing an air show at that event; *one asterisk means Cliff will be there offering Stearman rides, but no air show. If you want to see world-class aerobatics with no admission charge, attend one of the shows.**

Association & Meeting Information

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. **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.

Airport Authority meets the 3rd Monday of each month at 7:15 PM, terminal building conference room.
Freeman Army Airfield Museum board meets the 3rd 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.

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.

Cherry Hill Aviation

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training, but no full certificate programs.

812-521-7400

Help the Museum

Amazon Smile

Do you shop at Amazon? By going to smile.amazon.com/ch/35-2060830 to place your order, you can help the museum. 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.

Kroger Community Rewards

Kroger Foods (includes Jay-C Stores) has a program similar to Amazon. Most Kroger shoppers have a Kroger "frequent shopper" card.

Go to

<https://www.kroger.com/i/community/community-rewards> and register your card, Kroger will donate ½ of 1% to the museum, just like Amazon. You only have to register once; after that it's all automatic when you show your card at checkout.

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