



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

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Website: www.freemanfield.org

Parking at T-Hangar A, Across from Valeo, Resolved?

Over the past couple of years, as Valeo has expanded its work force, they "temporarily" rented additional parking space across the street, near T-hangar building A. The problem has been that since parking spaces and Valeo's parking boundaries are not well-marked, and aircraft taxi lanes are not properly marked either, the cars periodically block airplane access. Even the lane leading in from A Ave West is sometimes obstructed.

During the past month, parking problems in the area arose again. Airport manager Don Furlow contacted Valeo, again, to get it fixed. But this time, the response was more encouraging. Valeo now has funding to make the parking permanent, and has a 3-phase plan to get it accomplished. At the airport authority meeting on 11/18, Furlow reported the problems, and the progress, to the members. The authority in turn granted Furlow the authority to work with Valeo to implement the corrections.

Initially, it is likely the Valeo will bring in some concrete barriers to define where employees can park. Then parking areas will be blacktopped, and spaces marked. The airport will have to address some drainage issues. It looks like the Valeo/A-hangar parking problems will finally be properly and permanently resolved.

Other Airport News

Each year the airport authority submits to the FAA a Capital Improvement Plan. It is a wish-list of big projects the airport would like to accomplish over the next several years. 90% of the funding for these projects comes from the FAA Airport & Airway Trust Fund. The remaining 10% is from state and local funding.

The list is presented in priority order. The center taxiway is being rehabilitated in 2020, to coincide with the shifting and extension of runway 5/23 to the southwest. Runway 14/32 rehab had been scheduled for 2021, and the repaving of the main ramp in 2022. However, the authority has now decided to do the main ramp repaving first, in 2021. This is because the ramp is deteriorating faster than 14/32, and there is an expensive drainage problem on the ramp that will get corrected by the repaving. A temporary fix for the drainage issue will be implemented for 2020.

Member Accomplishments

Jimmy Baker (mechanic at Cherry Hill Aviation) received his Private Pilot Certificate on Sunday, November 17th. Congratulations, Jimmy. **Katelynn Hanna** (high school senior from Columbus) made her first solo on 10/29. Larry Bothe is the instructor for both of them.

FFFA Meeting News

The topic for the **November meeting** was owner-performed preventative maintenance. Larry Bothe did a presentation about what you can and can't do, and a 2009 FAA legal interpretation that substantially changed the scope of owner-performed maintenance. After that, we had a lively discussion.

Our **Christmas dinner and annual meeting** will be held on **Wednesday, December 11th, at The Pines restaurant** (same place as last year). Also, same schedule: Cocktails (cash bar) at 6:00, eat at 7:00, brief business meeting and election of officers at 7:45, followed by a door prize raffle and socializing. Out of there by 9:00. The cost is \$15 per person, payable during the cocktail hour. Dues can also be paid at that time. Guests are welcome and encouraged.

Note that this year we can't just re-elect the current officers by popular acclaim. With the passing of Berl Grant, we have a vacancy on the Board of Directors. Please consider serving on the FFFA board.

The program for our January meeting, on the 9th, has not yet been determined. We'll advise in the December newsletter.

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.

The thorough clean-up of files and artifacts, in both buildings, that was begun in August was officially finished last week. The last file drawer was reorganized with hanging folders, and all of our keys have been organized and labeled. (Why is it so hard to throw away and old key?)

One of the tasks during the clean-up was to reorganize the storage area behind the wall map in our main building. We did that, and in the process took out some partitions. Now we need a sliding door installed.

Museum president Joe Clegg will bring his GE J-33 jet engine (1944 vintage) to the museum during Thanksgiving week. (The J-33 was used to power the first US production jet fighter, the P-80 Shooting Star.) We'll have it on loan display until further notice.

Other new projects/displays in the works include a WWII Aces pictorial display, along with some memorabilia from Chuck Yeager. We're also planning a sequence of large aerial photos of Freeman Field. We'll have one from before the airport was built, the construction phase, as it looked during WWII, and after WWII when many buildings were sold. There will be a present-day picture of how it looks as a municipal airport and industrial park, with recreational areas and leased farm ground. We have (or know where to get) the images. We need to decide where in the museum they will go, get them enlarged to the proper size, create captions, and get them framed and hung.

Another project, the creation of a "window" looking out at an airport ramp scene right after WWII ended, is being resurrected. We have a color image, to be printed. We then mount it in a recess, behind a window sash (we have the sash), add some LED edge lights, create an explanatory sign, and that display will be accomplished as well.

Following the unfortunate passing of two long-time museum directors (Mike Jordan and Berl Grant), we have two new directors. We welcome **Verney ("Vern") Seibert**, son of museum founder Al Seibert, and **Karen James**, President of the Freeman Field Flying Association. We are very pleased to have these two dedicated people helping to guide the museum into the future, and run it in the present.

LSC Glider News

A Day in the Life of Glider Pilot

By Bob Walker (OB1)

Last month's article focused on the tow pilot. This month we'll change our perspective to the tail end of the tow rope and explore the typical day of a glider pilot at Louisville Soaring Club (LSC).

A glider pilot's day begins bright and early at the airport— some eager pilots will arrive as early as 10 A.M. Joking aside, one of the many pleasurable aspects of soaring is sleeping in. Most of the flying is done during the hours of best lift, usually between noon and 5 P.M.

Just prior to noon, club members unpack the hangar, which contains the Bellanca Scout tow plane, four gliders and a utility golf cart. Removing the tow plane and gliders requires careful coordination to avoid damage. To make the hangar shuffle easier, the main landing gear of the gliders are placed on heavy-duty dollies.

Once the hangar is unpacked and the gliders staged on the midfield taxiway of Runway 14/32, club members usually meet in the clubhouse to discuss the day's activities over lunch. Planned runway operation, training events, weather, and the day's soaring computer models are reviewed. This is also a good opportunity to discuss everyone's plan. For example, a glider pilot may be planning a cross-country to Columbus and back. It's important for the glider pilot and tow pilot to establish a communication plan should the glider land at an airport other Seymour. These clubhouse discussions have proven effective in organizing the club members for the day's operation.

After the clubhouse meeting, pilots move to the glider staging area. After preflight, and when ready for a tow, the glider pilot announces over the radio that the glider is moving onto the runway. When necessary, the LSC halts movement onto the runway in order to avoid delays to power aircraft. This

has been mentioned in previous newsletters, but it's worth mentioning again – all of the club gliders have radios, and the club procedures require their use.

Once the traffic pattern is clear and the glider is moved into position on the runway, a series of coordinated events take place to minimize the time on the runway and maintain a safe operation. Think of it as our version of an aircraft carrier deck; standard procedures are followed with safety and efficiency in mind. With the help of a ground crewmember, equipment such as tail and wing dollies are removed and moved to a safe location. Once the ground equipment is clear, the glider pilot settles into the small cockpit and the tow plane maneuvers into position. A ground crewmember attaches the tow rope to the glider and slack is taken up. After ensuring the traffic pattern is clear, it's time for takeoff.

When ready for takeoff the glider pilot gives a thumbs-up signal to the ground crewmember who checks for traffic and then levels the glider's wings. The glider pilot transmits, "pilot ready," and the tow pilot makes a radio announcement before beginning the takeoff roll. Fast forwarding ahead about five minutes, the flight of two reach an altitude of 2,000 to 3,000 feet AGL, and the glider releases. Soaring begins.

After releasing (hopefully, in good lift), the glider pilot usually circles and gets a feel for the temperament of the day's thermals. Thermals change from day to day and minute to minute. Sometimes, thermals are relatively smooth with large diameters – this makes climbing easy. At other times, thermals are turbulent with small diameters. On turbulent days, it can be challenging or impossible to find the center of the thermal and stay in lift.

Thermals (rising currents of air) are the glider's engine. In order to stay aloft, glider pilots must reliably locate thermals. Cumulus clouds are excellent indicators of thermals.

For this reason, days with high cumulus clouds are best. However, on clear days with no clouds, finding thermals becomes less certain. On these days, it's accurate to say that a great deal of luck is involved in finding a thermal.

Once a thermal is located, the pilot must efficiently circle within its core to gain altitude. This is where a specialized glider instrument, called a Total Energy (TE) variometer, becomes important. Think of a TE variometer as a sensitive VSI that compensates for and eliminates the momentary trade of airspeed for altitude. For example, in a powered aircraft, the VSI would momentarily show a high climb rate if airspeed is traded for altitude by rapidly increasing pitch. On the other hand, a TE variometer sees this same maneuver as simply trading kinetic energy for potential energy -- with no change in the total energy of the glider; therefore, it would not show the effects of a rapidly changing pitch. (Ed. note: Variometers are, for practical purposes, instantaneous-reading. There is no 7-sec. delay as there is with a conventional VSI.) Flying a glider involves frequent changes in airspeed (through pitch changes) – for this reason, a TE variometer provides a clearer indication of the thermal strength. There will be more on this topic in a future article.

Late in the day, as the sun sinks toward the horizon, the thermals disappear. It's time to land (whether we want to or not!). Prior to approaching the airport, pilots listen to AWOS. Approaching the airport, pilots monitor 122.8 and announce their location and intentions. LSC gliders almost always land on Runway 14 or 32 and roll to the midfield intersection. Pilots exit their gliders and promptly move the glider off the runway.

Now it's time to pack the hangar and debrief the day's activities. It's fascinating to hear about the experiences of each pilot. Sometimes, the stories include a person's first solo or an experienced pilot reminiscing about completing a 200 km triangle. On

other days, one hears about the beauty of soaring with a bald eagle, or joining formation with a flock of birds at 5,000 feet. On really good days, it's not uncommon to hear about a five hour flight. A day in the life of glider pilot is often filled with memorable experiences that'll last a lifetime.

Future glider article subjects are under consideration. "Glider Performance" will cover some basic aerodynamics, such as glide ratio, best speeds to fly, and why filling the wings with 300 pounds of water can be a good thing. "Glider Instrumentation and Avionics" is a comparison of a typical glider instrument panel with that of a powered aircraft. The club currently owns two gliders with ADS-B in and out. I think you'll be amazed at the sophistication of the computers installed in gliders. "Going Places in a Glider" is an article about cross country flying in gliders. It'll cover everything from planning to execution of the flight.

Until next time, safe flying.

New FAA Over-the-Counter Medications Guide

The FAA has just published a new OTC meds guide. It is easy to read and understand. You could print the table and put it inside your medicine cabinet. It lists both good and bad (Go, No-Go) OTC drugs. Your editor found it to be quite informative.

https://www.faa.gov/licenses_certificates/medical_certification/media/OTCMedicationsforPilots.pdf

Adam's Article

By Adam Springmeyer

Adam is a little jammed-up right now and is taking November off from writing his column. He said to wish you all a Happy Thanksgiving. He'll be back next month with an article.

Interesting Aviation Websites
Breathtaking drone photography (but not of airplanes), 6-minute video, sent along by Floyd Hollandbeck 11/1/19.

www.youtube.com/embed/PgyPW-Bdd4E?rel=0

Land a U-2 spy plane on a carrier? Sure! Have a look at this 4.5-minute video, from 10 years ago. Note that some of the operations are at night. I'll bet that was tough duty. Sent along by reader Dirke Vallo, 11/18/19.

<https://www.youtube.com/watch?v=L8HMPMYL19E>

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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Board Member, vacant

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

Dec 11 (*Wednesday!*), FFFA Christmas dinner & annual meeting at The Pines, 6:00PM.

Jan 9, FFFA meeting, program TBD

Mar 31-Apr 5, Sun 'n Fun 2020, Lake land, FL

Jun 6, Columbus Airport Day, details later

June 27, Museum Airplane Ride Day

Jul 20-26, AirVenture 2020, Oshkosh, WI

**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.

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