



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

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Website: www.freemanfield.org

No FFFA Christmas Dinner This Year

Due to C-19, we have decided to pass on our Christmas party for this year. There won't be a regular monthly meeting in December either. That means our next regular monthly meeting will be on January 14th, at the museum. Right now, we don't have a program planned. If you have a suggestion for a topic you would like to discuss, please let Larry or Karen know.

FFFA Meeting News

Our November meeting on 11/12 was a success, as was the dinner before. The actual program was a short video illustrating how a wing stalls, followed by a discussion of "the impossible turn" (turning back to the airport after an engine failure on takeoff). Seth Wonning joined our group for the first time in quite a while. It was good to see him.

Aircraft insurance discussion: Five of us met P-St. for dinner before the meeting, and we spent a considerable amount of time talking about aircraft insurance. The general consensus was that insurers are changing language in policies quite often. Operations that you remember as being covered in years past may not be covered today. Further, just because you are renewing the same policy year after year, don't assume that policy language (and coverage!) hasn't changed. **READ YOUR POLICY!!!** One example is that these days, most policies now require that anybody receiving dual instruction in a plane must be a named insured in the policy for

that plane. If you're a CFI and own your own plane, be very careful about instructing in it. Doing it for free (not a commercial operation) doesn't make it OK.

FFFA dues for 2021: Dues for the coming year are due in January. As usual, a dues invoice will be sent in December, via email, *only to those members who actually owe dues for 2021*. Since about half of our members are paid up for one or more years in advance, there is a good chance that you don't owe any dues for 2021.

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. Please join us for dinner before each meeting. We talk about whatever has happened to us lately in the aviation world. Information flows. Lots of fun!

The FFFA Christmas party and Annual Meeting has been cancelled for 2020. No regular December meeting either. The current officers and board will serve again in 2021. However, there will be a December newsletter. Our next meeting is on January 14th.

Happy Thanksgiving!

Airport News

Blue Hangar Space Rental: Most of the spaces in the blue hangar are now spoken for. However, a couple of people have not yet brought planes, or paid any money. After a while (???) the airport authority will re-offer those spaces, if they are not filled. If you want your plane to be at Seymour, in a modestly-heated hangar, call Diane at 812-522-2031 and get your name on the list. The cost for a single-engine airplane is \$150 per month.

T-Hangar Rental Rates: No new rental rates for T-hangars have been set; but, as reported last month, increases are coming. The authority has set a date of 12/15/20 to meet in executive session to create a new T-hangar rate plan. Due to the lateness in the year, increases will be likely be effective with the month of February. And no, you can't stave off the increase by paying a year in advance. That was already tried, and shot down.

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.

Joe Clegg has been working on the Focke-Wulf Fw-190 vertical stabilizer and rudder assembly, and on the tailwheel strut. The goal is to reinstall the strut up into the stabilizer. 70-years-worth of corrosion makes this a difficult project. So far, the strut has been cleaned up and is ready for installation. The fork in the vertical stabilizer has been freed up. Joe is now figuring out how to get the upper end of the strut into the track in the stabilizer. He has designed a stand to hold the entire assembly for display when finished. We'll get that fabricated while the strut installation is completed.

The museum now has all new controls for the flight simulator. We added Redbird RD1 rudder pedals over the summer. Just received are a Honeycomb Alpha control yoke (thanks, Tom Miller), and Cessna-like controls from Desktop Aviator. Larry Bothe built a housing for the 3 modules; trim wheel, throttle/mixture & flaps.



Trim, throttle/mixture & flap controls, in housing built by Larry Bothe, awaiting installation on the museum flight simulator.

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 to place your order. Amazon will give 1/2 of 1% to the museum, at no cost to you. Thanks for helping us this holiday season (and all year long).



FFFA Member Activities

It seems like I get message from Helmut Weislein about once a month, telling me that he and Pete Silliman are flying their planes somewhere for lunch. Since there aren't many airports with restaurants on the field, flying for lunch means making sure there is a courtesy car available to get into town to a

restaurant. Pete and Helmut take care of those arrangements. All I have to do is show up. How nice! The 3 of us fly 2-seat taildraggers, and we try to fill the 2nd seat with a guest.

On November 5th we went to French Lick again. We like it because the airport people are really nice. They let us land on the grass, and have 2 courtesy cars we can use. The town is still not very active, due to coronavirus, and you can't get into the hotel unless you have a room. But some of the restaurants in town are open, so we don't have any trouble getting food.



L to R: Helmut Weislein, Pete Silliman, Roy White, Larry Bothe, Frank LaGreca



Pete Silliman's Decathlon on the way to French Lick. Photo compliments of Helmut Weislein's aerial photo service.

Member Accomplishments

Helmut Weislein had a series of issues with his ADS-B Out, and his 406 ELT. It was complicated, and turned out to be the location of radios close to each other, and an additional antenna required. He has worked

through it all, and is now pleased to report that all these systems work properly. Note that Helmut is an A&P mechanic, and his airplane (a Zlin Savage Cub) is Experimental, so he can do this work himself.

Airline Perspective -- Positive Swing Approaching

By Adam Springmeyer

Hello FFFA members, and welcome to November. I am sorry for not having an October article for you. My wife and I have been busy moving into our new home, and taking a vacation. Time just slipped away from me. I hope you and your families are well. Here's to a safe holiday season.

So where is the juicy news for this month? What are the updates to share? Are flights getting fuller? – I am glad to say that almost all the news is good for each of these questions. The only down side at the moment we are seeing WARN Notices for 42 employees at Southwest Airlines. The department being affected is the Material Specialists in the Technical Operations Team. According to Aero Crew News, this is the first time in Southwest Airlines' 50 years that they will have to lay off employees.

From a contact I have at Southwest Airlines, this department is responsible for helping fabricate skin patches for the airplanes. Mechanics then install the patches. My contact told me these furloughs are a result of those employees' union not being able to reach a deal with management to reduce costs associated with COVID-19 pandemic. (More Southwest news later in this article.)

Now on to the good news, at least here at Republic Airways. Our overall numbers are showing about 70% fleet usage compared with the same time last year. For December, Delta Airlines has increased our flying by 50%. We are also seeing an increase in American Airlines flying. Finally, our United Airlines flying is holding around 60% compared with last year. United is also reorganizing which contract carrier is flying

out of what bases. Our airline is seeing an increase in our Washington Dulles (IAD) flying, but less out of Denver (DEN). This is due to the closure of Express Jet and TransStates Airlines.

Shifting gears back to Delta; it seems that their pilot group is voting to stave off furloughs on a month by month basis. Their next update is at the end of November. Delta is still currently blocking the sale of middle seats, and limiting their regional traffic to 70% capacity. They did announce their burning of extra cash is nearing zero. This means they will soon be seeing a profit in their flying.

Southwest Airlines has announced they will be stopping the blocking of middle seats on their aircraft starting in December. We flew on Southwest to Orlando (MCO) and Pittsburgh (PIT) back in October. The flight down to Orlando was full, with the blocked seats. The flight back to Pittsburgh was about 50% full, with the middle seats blocked.

Finally, United Airlines is making some huge news. Starting around December 15th, they will resume flying to London. They have worked out a deal where every passenger will be given a rapid (15-minute results) COVID-19 test. Passengers will have to be in the specific boarding area 2 hours prior to departure. The test will be administered, and if the test is clear the passenger will be allowed to board. If this trial procedure is successful, they will add additional European destinations. Currently, the flights to and from Europe are mainly cargo flights.

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. If you have any questions that you would like to be answered, please email me at adam.springmeyer@gmail.com. Fly Safe, and Blue Skies.

LSC Glider News – Basic Glide Performance

By “UPS” Bob Walker

Pilots like numbers and graphs, right? This month’s article covers some basics of calculating glide performance. The principles presented here also apply to small powered aircraft (so pay attention!).

Overview

Glide ratio (distance traveled divided by altitude loss) is an important factor in understanding glider performance. An accurate glide ratio is basic to determining whether a glider has enough altitude to safely make it to the next airport. When you finish reading, you should have an understanding of the flight polar and the effects of wind on glide performance. In addition, you’ll see that the maximum glide ratio occurs at speeds that vary with headwinds or tailwinds.

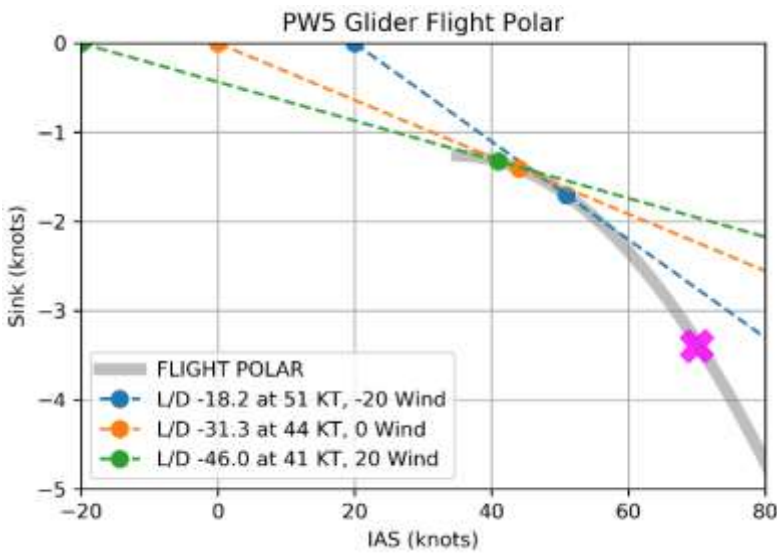
The Flight Polar

The graph shows the flight polar (thick gray curve) for one of LSC’s club gliders, the PW5. There’s a lot going on in this graph. For now, focus on the flight polar curve. It shows the sink rate (in knots) versus the indicated airspeed (IAS). (Note: Gliders typically use knots instead of feet-per-minute to measure vertical speed. There are no units to convert, so calculating glide ratios is easier.) Interpreting the polar is straightforward. For example, the magenta “X” on the polar shows a sink rate of -3.4 knots at 70 KIAS. It’s difficult to see, but the polar also shows the minimum sink rate is roughly -1.2 knots at 35 KIAS (i.e., highest point on the polar). A few knots below this speed and the glider stalls.

The Effect of Wind

The colorful graph also shows the effect of headwinds and tailwinds. With no wind, the PW5 has a maximum glide ratio of 31.3 at 44 KIAS (orange dot on polar). Under these conditions, the PW5 can travel approximately 5.2 NM while descending only 1,000 feet.

Flying a slower or faster indicated airspeed results in a reduced glide ratio.



Due to the slow cruise speeds of gliders, a headwind significantly degrades glide performance. The graph shows the effects of a 20-knot headwind. Notice the maximum glide ratio is reduced to 18.2 at 51 KIAS (blue dot on polar). The glider can only cover 3 NM while descending 1,000 feet.

Tailwinds dramatically improve glide ratios. With a 20-knot tailwind, the PW5 can attain a glide ratio of 46.0 at 41 KIAS (green dot on polar). This results in 7.6 NM traveled for a loss of 1,000 FT.

If you're still reading, you may have noticed the indicated airspeed necessary to attain the maximum glide ratio changed with the winds. In general, maximizing the glide ratio requires higher indicated airspeeds when encountering a headwind and slower airspeeds with a tailwind.

You've probably also noticed the dashed lines (blue, orange and green). Larry said I couldn't submit a five-page article with calculus, so I'll do a little hand waving here. The dashed lines are anchored at points along the horizontal zero sink line and shifted (left or right) according to the wind - left for a tailwind, and right for a headwind. From the anchor points, lines are drawn tangent to the flight polar. The slope of the tangent lines

are the maximum glide ratios. Magic! (Hand waving over.)

One more thing! A powered aircraft has a similar shaped flight polar. However, the polar conveniently moves up or down as one moves the throttle. If you have questions or want more information, email me at bob@ksdf.com.

Interesting Aviation Links

Nothing of special interest this month.

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

Jan 14, 2021, FFFA meeting, museum, 7:00pm.
 Program is TBA

For planning purposes next year--

Apr 13-18, Sun 'n Fun 2021
 Jun 17-19, Aeronca Fly-In, Middletown, OH
 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.

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.

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

Aircraft Maintenance & Annual Inspections
Tube & fabric work a specialty
Aircraft sales, rental & flight instruction
Lance Bartels 812-322-6762

Cliff Robinson Aerobatics

Open cockpit bi-plane rides in 500HP Stearman.
Acro and tailwheel training in Super Decathlon.
Cliff Robinson, Madison, IN 812-701-9990
cliffrobinsonaerobatics.com

Eagle Avionics

Radio repair and installation, shop at BAK.
Authorized dealer for Garmin, Aspen, Avidyne, Lynx (L3), Dynon, Stratus, and several others.
Contact Eagle Avionics for your ADS-B solution.
Transponder & IFR certification at your airport
Call Andy Zeigler, 812-344-0468

Larry Bothe, Certified Flight Instructor

Flight Reviews, Insurance Checkouts,
Instrument Proficiency, Rusty Pilot, but no
beginning-to-end certificate programs.
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