



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

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Larry Bothe, Editor

Website: www.freemanfield.org

700-feet of Slit Drain Reconstruction Nearly Finished

Airport News

This past spring, the airport authority contracted with All Star Paving to reconstruct of slit drain on the main ramp. The drain had not been working properly (getting water off the ramp during a hard rain) for some time. All Star got started a couple of weeks later than they had hoped, but the recent good weather has allowed them to get ahead. They expect to be finished the construction part this week, and the post-construction clean-up before Thanksgiving. In order to facilitate the pouring of concrete, taxiway Alpha, between A-1 and A-2, and A-1 & A-2, are closed until Friday afternoon, 11/19.

Victoria Taylor joins airport staff:

As reported in the last issue, Victoria (not "Vickie") is now working at the airport office. She will be taking over Diane's position of Administrative Assistant, after Diane retires in late February or early March. Stop by and meet Victoria. In the meantime, until you get around to a visit, here's a picture.



FFFA News

Our **November meeting** was a presentation about the LST 325 Ship Memorial. The speaker, a guide and public relations person for their museum, gave an excellent talk. He had knowledge well beyond what was on his Power Point slides, and did a great job.

December meeting canceled: It was announced in the October newsletter that we would not have a Christmas dinner this year. Now, due to the close proximity to Christmas, and the lack of a program, the FFFA will skip the December meeting this year altogether. We'll have our annual meeting, with election of officers, at the January meeting, 1/13/22.

Helmut Weislein made it to the Rogers Int'l fall fly-in on October 22nd. It was a sort of dreary day, and not well-attended.



Helmut Weislein's airplane (white Savage Cub, at left), at Rogers Int'l airport on 10/22/2021.

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 FFA on occasion supports the museum with gifts of money for worthy projects.

FMI www.freemanarmyairfieldmuseum.org.

The museum has received the fuselage of the replica Me-163 German rocket plane that Tim O'Connor was building before he passed away late last year. Right now, it is in the museum annex building, on display.



Replica Me-163 fuselage in the museum annex.

The challenge was to find someone to finish the work that Tim started. We are indeed fortunate the Monte Gullion (recently retired from AT&T), assisted by Brian Higginbotham, has agreed to take on the project next summer. Here's what it will look like after Monte and Brian are finished.



Me-163 replica at the Air Force Museum.

A long-term project was completed in early November. About a year ago, museum president Joe Clegg decided we needed to clean up the Focke-Wulf-190 vertical stabilizer and rudder that were dug up on the field back in 1997 or 98. It was full of caked-

in mud that was more like concrete. Besides cleaning out the tail, he decided to install the strut for the retractable tailwheel that we had in storage for a long time. The strut had to be cleaned as well.

Work on the vertical stabilizer had to be performed with extreme care, because it is badly corroded from being buried for 50 years. It is large, heavy, and unwieldy; and needed a stand to facilitate cleaning and repairs, and to display the tail when it was completed. Our friends at Crane Hill Machine fabricated a sturdy roll-around stand that Joe designed.



Fw-190 vertical tail, with tailwheel strut

With the cleaning and repairs to the vertical stabilizer and tailwheel strut under way, and the stand being built, the only thing lacking was a wheel and tire. Larry Bothe paid a visit to David Lowe, over near Madisonville, KY, and David gave us a wheel and tire from a Cessna 150 that fit almost perfectly, and looks about right. We had an axle, with

adapter, machined that fits the German tailwheel yoke, and we were in business! It all went on display November 6th.

The museum will soon be adding a WWII Jacobs radial engine (used in a UC-78, "Bamboo Bomber") to its collection. We have to go to Sheridan, IN to get it, which we hope to do in the next week or so. After we get the engine back to Seymour, a stand will have to be fabricated in order to display the engine properly.

Finally, museum president Joe Clegg has a Rolls-Royce Merlin V-12 engine (powered the P-51 fighter airplane) in his personal collection. He is going to loan it to the museum, to round out our *Engines* display. Once we have both the Jacobs and the Merlin, we will have one of each of the four most common engine configurations used during the WWII era. Those 4 configurations are the flat, horizontally opposed piston engine (we have a 4-cylinder Franklin), V-12 piston engine (the Merlin), radial engine (the Jacobs) and a pure jet engine (Allison J33, also on loan from Joe Clegg). We are very pleased to have these additional engines come our way.

LSC Glider News – Gotta Go !!!

By Steve Hayes

Ed. note: As you read this article, remember that the author is a doctor. Medical appliances are right up his alley.

Imagine - 8,000 scattered with solid 4-8 knot lift (1 knot up or down is 100 ft/min). You are having the best flight of the year, three hours into what could be a six-hour flight and a personal best for distance. Then it happens, bladder pressure, and you've gotta go! You better hope you have a urine management system installed and perfected in your glider. Our power pilot friends often have a similar problem. They want to use the maximum range of their aircraft. Unscheduled stops are inconvenient and inefficient. Urine management is a problem.

Before we start our travels through the urine swamp, we should begin our discussion with consideration of dehydration/hydration, salt, and energy. Although many pilots still believe in dehydration prior to and during a flight, there is ample data to show that our bodies/brains function optimally in a hydrated state. Glider, and some general aviation power pilots, fly in cockpits with full plexiglass canopies (a small greenhouse). We only find shade if we are lucky enough to be under cloud. At times, sweating is intense, leading to rapid dehydration. To prevent inordinate fatigue, frequent hydration is a must (enough to be urinating about once per hour). Under extreme summertime conditions, a couple of salt tablets during a flight replace electrolytes lost by sweating and urination. Consuming fluids and snacks regularly during a flight maintains energy levels, alertness, reflex speed, normal muscle function, and prevents fatigue. We need a way to manage the resulting urine.

One might think it is easy to pee in a bottle or manufactured urinal for both men and women, but for glider pilots you would be wrong. Unlike our general aviation friends who sit upright in a seat with legs dangling (much like a car seat), glider pilots sit semi-reclined, with their bottom sides in a curved depression. For most of us sailplane folk, that would mean going inverted to use a urinal, without having an assisted device. So standard airplane urinals, of which there are many on the market, don't work for glider pilots, especially our women pilots.

We have basically two options for relief systems:

1. Install a permanent straight-line PVC tube from the cockpit through the belly of the aircraft. Use an external condom on the penis attached to tubing that can be extended and retracted through the PVC. Sounds great, doesn't it? There are some other considerations here. Pee freezes. The tubing extended through the PVC should have a side vent controlled by a three-way valve (above the PVC)

so the urine tube can be flushed with air to clear residual urine. Pee is corrosive, so one must clean the fuselage and lower rudder, including the lower hinge, frequently. Pee also stinks. Urine expert Garrett Willat* admonishes pilots to seek the advice of an A&P before drilling a hole in your aircraft.



Condom with tubing connection

2. More popular is a simple self-contained system consisting of an external condom on the penis, attached to a tube draining into either a bottle or a bag on the floor of the glider. Bags can easily be changed without mess. Depending on the type of bag used, a three-way valve and vent tube may be useful. Excess air can be released from the drain valve on the bag without mess. Others use the condom with a shorter tube that drains into a plastic freezer bag filled with Depends fragments, or chemicals to solidify the urine and neutralize the odor. *Restop* and *Travel-John* are the two most popular chemical filled bags. Both are available from Amazon: Restop, 20 oz capacity, box of three approx. \$10; TravelJohn, box of six approx. \$18.

The critical part of either system is choosing your favorite condom. Allow me to share my first search for the right one. Being conscientious, I wanted to perfect my system before flying with it. Online, I ordered a sample pack of ten condoms to try. I immediately eliminated the ones without adhesive. The first one I used went on easily and provided a good connection point for tubing. Taking it off was another story. I think it was attached with Super Glue! I started cutting hairs that were stuck under the condom. When I drew first blood, I loudly called for my wife. When she examined the problem she said, "get me those surgical scissors you have; I'll take care of it."

Twenty minutes of cutting and pulling and bleeding freed me. Wow! It took me two weeks to heal. Now I'm beginning to think; is cross-country flying really worth it? But I continued my search for the right condom, and settled on the Conveen Optima self-sealing, 30mm, long barrel. 32mm condoms sometimes leaked under the barrel. 30mm seems just right for me. A box of 30 condoms costs about \$50, online.

Our female glider pilots have unfortunately been ignored by product development when it comes to urine management. Nearly all women flying long flights use Depends and put up with all their drawbacks. Well ladies, the Air Force has not forgotten you!! Flights have been getting longer with midair refueling. The old "piddle pack" system requires some degree of undressing to replace pads and has been found to be inadequate. In conjunction with Omni Medical Systems, the Air Force has developed the Aircrew Mission Extender Device (AMXDmax), which is now in use by the Air Force and Navy. The new device is hands free. It is a black pair of tight-fitting boxer shorts concealing a cup or pad. It is easily worn under outer clothing. Sensors in the cup/pad can sense urine within 1 second, activating a battery driven pump which will dry the cup/pad and drain the urine into a 1.7-quart collection bag. The device uses rechargeable batteries. It also drains all residual urine out of the tubing to prevent freezing.

I contacted Omni Medical Systems and talked with their marketing department. I was told that several systems have already been purchased by glider pilots, as well as general aviation pilots. Look, we all know that airplanes of any type are money sinks. What is more important, \$2,980 or extended flights and fun??

*Acknowledgement: Over the last 10 years or so, Garret Willat has been the most vocal sailplane pilot writing about urine management. Much of what is in this article is taken from his writings in

the *Wings and Wheels Newsletter*, and from his article in *Soaring Magazine; Factors to think about before installing the system*, December 2019, pp 40-41.

Airline Perspective – Low-Cost vs. National/Major (and Cargo) Carriers

By Adam Springmeyer

Hello to all! I want to wish all of our members a happy and safe Thanksgiving holiday. This month's article is in response to a request from one of our members. He wants to know the main difference between Low-Cost Carriers and the National and Major Carriers, from a Pilot's perspective. Thank you for the suggestion, and please keep them coming!

There are three (3) classifications of airlines in the United States; Major, National, and Regional. All 3 have to be approved by the FAA under Part 121 of the FARs. Major means really big, with revenues of 1 billion dollars or more annually. Airlines designated as National have revenues between \$100 million and \$1 billion. Regional airlines have revenues less than \$100 million, and fly on routes from an approved National or Major Airline, with their brand.

There are other categories used when referencing airlines. An airline can be called a Low-Cost Carrier, a Legacy Carrier, or a Cargo Carrier. These titles do not classify an airline with respect to the number of passengers carried or monies earned. For the title of Legacy Carrier, they must have been around since the Airline Deregulation Act of 1978. There are only six remaining airlines to hold that title today: American, Delta, United, Southwest, Alaska, and Hawaiian. The list used to be much larger; however, it shrank over the years due to bankruptcies and mergers.

A Low-Cost Carrier is just what the name implies. These carriers are selling you a flight from one airport to another at a very low fare. Most of the time these fares are one-way,

and do not include any extras, such as free carry-on bag, checked bags, or services on board the aircraft. There are several Low-Cost Carriers currently flying in the United States; Breeze, Spirit, Southwest, Allegiant, Sun Country, Jet Blue, and Frontier. Cargo carriers such as FedEx, United Parcel Service (UPS), Atlas, and Kalitta have the primary mission to move packages and cargo from one location to another, also under FAR Part 121 rules. Atlas, Kalitta, and previously UPS, carried passengers as a part of their revenue stream.

From a Pilot's perspective there are no basic differences between all these carriers. Each pilot is trained to the standards set in FAA FAR Part 61.151, and their respective companies Flight Operations Manual (FOM.) Each pilot chose their respective airlines based on quality of life, compensation, health insurance, travel benefits, bases, equipment flown, contract, days off, etc. The only thing that's different from a pilot's perspective is what the airplane has painted on the side, who signs the paycheck, and the uniform we wear.

The only differences that a pilot can see between the airlines, especially at the Regional Level, are how a pilots act toward one another. I have seen pilots who are down to earth, welcoming, and willing to talk with you no matter what company you work for. I have also seen the exact opposite! The bottom line is that we are all professional aviators, and we all do a great and safe job!

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.

Happy Thanksgiving!

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

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.

Remember: No FFFA meeting or Christmas dinner in December, this year. But we will publish a newsletter.

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.

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.

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.

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training, but no full certificate programs.

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