



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

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Website: www.freemanfield.org

More Master Pilots Among Us?

The FAA has a really nice program in place, called the Wright Brothers Master Pilot Awards. In a nutshell, pilots who have been flying for 50 years or more, and have not done anything really bad, are eligible for the award, which consists of nice plaque, lapel pin, certificate of achievement, and listing in the FAA's online roster of Master Pilots.

In order to receive the award the applicant must hold a current pilot certificate, complete an application form, and supply proof of first solo date, along with a synopsis of their flying experience, and 3 letters of recommendation. After processing, the awards are presented by an FAA representative at some public venue. For more information, go to:

[https://www.faasafety.gov/content/MasterPilot/Master%20Pilot%20Award%20Information%20Guide%20FA-FS-1-8700-2%20\(R%20Rev%20202\).pdf](https://www.faasafety.gov/content/MasterPilot/Master%20Pilot%20Award%20Information%20Guide%20FA-FS-1-8700-2%20(R%20Rev%20202).pdf)

In years past, the FFFA has sponsored about half a dozen people for the award. George Robbins, Dave Timbers, Al Seibert and Berl Grant come to mind. The most recent one is Helmut Weislein. The thing that got me started on Master Pilot again right now is that in speaking with (UPS) Bob Walker about his glider article for this month, he mentioned that he has been flying for 50 years. It seems to me that he is eligible. On a more personal note, I'm eligible this year. In August. I went

to the FFFA archives, and found out that last time we sponsored several people at once was back in 2005. Here's a picture of Al Seibert, Dave Timbers and George Robbins, right after their awards were presented.



Besides me and Bob Walker, who else is eligible? For people who soloed at age 16, they would have to be only 66 right now, born in or before 1956. I think it would be a neat project to get all the Freeman Field people who are eligible, and sponsor another group. How about you glider folk; have anybody else? (You don't have to be an FFFA member, we'll sponsor you anyway.) What about the rest of the FFFA a members or friends? Who's eligible? Let's do this!

Airport News

The one big thing that came out of the Airport Authority meeting on Monday is that the recently-passed (11/15/21) infrastructure bill includes money for airport improvements, millions of dollars' worth. So far, we have learned that Seymour will be receiving \$795,000, spread over 5 years. All the rules (there are always rules!) about how it is to be spent have not been finalized, but it appears that we could use the money for the much needed and long-awaited additional T-hangars.

There is a second parcel of funds, for airports, from that same infrastructure bill. It is solely for the purpose of constructing or upgrading terminal buildings. And receiving funds from this source is competitive, not automatic. That means we have to apply for and justify our project, and our application will be scored against other applications from across the country. Only the higher-scoring ones will receive funding. In our case, we would very much like to finish the upstairs of our terminal. We'll apply, and see how it goes.

FFFA News

Dues payment reminder: Dues invoices were sent out Christmas week, and 2022 dues are due this month (January). If you received an invoice, please pay your 2022 dues in the next few days. If you received an invoice, but can't find the message now, dues are \$10/yr. Multi-year payments are encouraged, and properly recorded. Over half of our members are paid one or more years head. Make you check payable to FFFA, and mail it to Larry Bothe, 1082 Governors Ln, Seymour IN 47274. Thanks.

FFFA January meeting: Our January meeting was cancelled after it was discovered that many of our regular attendees couldn't make it. For the **February meeting, on 2/10**, we hope to have Zack Grant speak about the current 5G mess with airliners in the US. He will do so if his flying schedule permits.

FFFA Member Activities & Accomplishments

Brian Thompson decided he would like to have more power, speed, and weight-carrying capability than his L-4 provided, so he bought a 1951 L-19 (aka 01 Bird Dog). It's still a 2-seat tandem taildragger, but it has a 230-hp engine. In this cold weather, even with 2 people aboard and full fuel, it just leaps into the air! **Larry Bothe** has been flying with Brian to assist him with getting the insurance-required 5 hours/25 landings of dual instruction. Larry has Bird Dog time from back in 1965.

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.

A new winter (indoor) project is to clean, straighten and paint a wing panel from a Bf-109 German fighter plane. The panel is significant because it includes the mount and ammo drum for a 20mm cannon. The end goal is to display it horizontally, as it would be on the airplane, rather than leaning up against a wall, as it has been in the past.

Our two new engines, a Rolls-Royce Merlin (P-51) and a Jacobs R-755-9 (UC-78) now



have exhibit signs and are on display in the annex. They still need a good cleaning, but that will be messy, and best done outside, in

the spring. In the meantime, Joe Clegg is sketching up a stand for the Jacobs. We have a welding shop lined up to make the stand, once the design is completed.

We finally received the mannequin we had on order for several months, and that allowed us to complete the revised and expanded Capt. Freeman display. The fancy gray uniform on right in the picture below is Richard Freeman's dress parade uniform from when he was a cadet at West Point. Since he graduated from West Point in 1930, this uniform is over 90 years old! Here's what the completed display looks like now.



Enhanced Capt. Freeman display, Jan., 2022

The museum will soon roll out a membership program. We have been working on it since the middle of last year, and it's about ready to go. FFA members will receive a separate notification when memberships are offered.

Interesting Aviation Links

Storage hangar at the Air Force Museum: Tom Miller sent along this link to a drone video of one of the museum storage hangars at Wright-Patterson AFB. I believe it is next door to the restoration shop, which I got to see several years ago when the Atterbury-Bakalar Air Museum arranged a behind-the-scenes tour there, and invited me to go along. They let us look in this hangar, but not linger there. Anyway, have a look at this 4-minute video. It's neat to get to look

what you don't normally get to see when you visit the National Museum of the Air Force.

<https://youtu.be/EFdhGf15B3Y>

Engines at the Air Force Museum: Tom Miller sent me another 4-min video just released by the Air Force Museum. It is of the engines they have stored at Wright-Patt. We didn't get to see this warehouse when I was up there with the Atterbury-Bakalar group a few years ago. <https://youtu.be/ijTMXliYBGU>

Skydiving dog, 25-second video. The dog looks truly happy! Sent along by reader Jan Harris, on Christmas Day.

https://media.gab.com/system/media_attachments/files/094/049/795/original/7d2c7cac15f7c11c.mp4

LSC Glider News – Why Get a Glider Add-on Rating?

By Bob Walker ("UPS Bob")

If you're an airplane pilot looking to expand your knowledge, airmanship and enjoyment, consider an add-on glider rating as your next step. Gliders are an excellent way to get back to the basics of stick-and-rudder flying. They're easy to fly, but in my opinion, are more mentally demanding when flying cross country. In this article, I'll cover a few aspects of glider flying you might find interesting.

Weather Knowledge

Planning and flying a glider cross country requires a good understanding of weather. Around Seymour, thermal activity is the primary type of lift (rising air). Although there are online computer tools to predict lift, the serious glider pilot has a working understanding of skew-t plots, which encompass lapse rates, moisture content, etc. This knowledge can provide clues to the formation of cloud layers, icing level and convective activity.

Glider pilots must also evaluate weather conditions while aloft. The most common example is analyzing cloud formations for clues of lift. These clues might include small wisps of newly forming clouds, large billowing cumulus, and clouds that form streets that

seem to go on forever. On days with no clouds, terrain features are often the best predictors of thermal location.

Traffic

While in a thermal, gliders do a lot of circling to gain altitude. On good days, it's not unusual to see a handful of gliders sharing the same thermal. In training, glider pilots are taught to keep their eyes outside the cockpit.

During operations around airports, glider pilots must safely mix with (powered) airplane traffic. Traffic awareness and standard radio calls are important.

Stick and Rudder

To bring out the best performance in a glider, it must be flown precisely. Airspeed control and turn coordination are two key factors. Flying a glider is a great way to improve coordination. Most gliders grumble and groan a little when they're flying crooked.

During windy conditions, taking off and landing a glider can be challenging. The light wing loading and slow approach speeds make crosswinds and gusts more difficult than many airplanes I've flown. This is where good stick and rudder skills are indispensable to a safe outcome. Go arounds aren't an option.

Situational Awareness (SA)

Where am I? Can I make it back to the field? Where are my land-out airports? Which course should I take? When should I leave this thermal?

As with any type of flying, good SA is essential. The conscientious glider pilot is always analyzing the options for safe landing locations. This requires the pilot to constantly review present location, winds, distance to other airports, expected glide path, changes in weather conditions, etc.

Of all the flying I've done in past fifty years, SA in a glider ranks up there as one of the

most mentally challenging. During many flights, seemingly small decisions are being made in rapid fire succession. At the end of a flight, I can often identify a few small decisions that proved critical to the success of the flight, but seemed insignificant at the time.

What Next?

If you're looking to expand your aviation experience, a glider add-on is a good option. It's easy, relatively inexpensive and fun. LSC often flies on the weekends during good weather. Come out and visit us. See www.soarky.org for more info.

Safe flying.

Airline Perspective – 5G and Its Interference in Aviation

By Adam Springmeyer

Happy New Year to all our members, and may you all have a successful 2022. I just got back from my recurrent simulator sessions. Our sessions are divided into 2 days. Day 1 is our Maneuvers Validation (MV), which is our yearly checkride to make sure that we are still up to Airline Transport Pilot (ATP) standards, the captains right seat qualification, and some SPOT training. Day 2 consists of a simulated Line Orientated Event (LOE), and more SPOT training. The SPOT training consists of dealing with different scenarios that that we do not see on a daily basis. We train to proficiency for those scenarios. It is a great refresher to receive this training.

While I was at training, the new 5G cellular network rolled out, and it has been causing some issues within the aviation community. The issues have not caused a problem in Europe, but more here in the United States. From the information we have gathered from the FAA and the FCC, the signals from the antennas placed near certain airports are causing disruption of some aircraft equipment. That equipment includes radar altimeters, autopilots, and the EGPWS

(Enhanced Ground Proximity Warning System). Radar Altimeters tell us how high we are above the ground, starting at 2500 feet. The EGPWS contains all information regarding terrain, how close we are to other aircraft, and guidance for encountering wind shear. We have been briefed that when a 5G NOTAM is in place at a specific airport, we have new company procedures to follow.

Not all airports in the United States are affected by the 5G rollout. For example, New York LaGuardia (LGA) and Newark (EWR) have these issues, but New York John F Kennedy (JFK) does not. Washington DC Reagan (DCA) will have these NOTAMs, but Washington Dulles (IAD) is completely fine. There is a complete list on the FAA website telling which airports are not affected. Due to the lengthy list of airports that *will* have 5G NOTAMs, one carrier, Emirates Airlines, has cancelled almost all their service to the US. The only airports to which they will operate now are New York (JFK), and Washington Dulles (IAD). This is a pullback from previously having over 15 destinations.

We are not seeing *cancellations* in the US market, but we are seeing *delays* with all our flag carriers. The biggest issue will come when the weather is IFR/LIFR at affected airfields. We are learning that the 5G towers and their signals are on the same carrier bandwidth as the signals in the autopilot system. We have been warned those signals are causing the throttles on the aircraft to go to idle as low as 500 feet AGL. The 5G signals are also causing inaccurate position reports of airplanes, or tricking the on-board computer into thinking the aircraft is approaching terrain when there is none. Therefore, each company is adding new procedures to their flight manuals to keep all operations going, but it will cause some learning curves. As this is a very hot topic, I will keep covering it to the best of my ability.

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 have answered, please email me at adam.springmeyer@gmail.com. Fly Safe, and Blue Skies.

Franklin Airport Sold

(This news item just picked up from the EAA 729 newsletter, on 1/21/22. Thanks, Mike.)
FYI – if you haven't heard, Franklin Airport (3FK) is in process of being sold, with the transfer to occur shortly. A racing performance company from Martinsville is acquiring airport for testing purposes. They've stated the airport will continue to be open, but basing of aircraft will not be permitted. Many aircraft and businesses have already moved or closed. A regrettable move in aviation, and to our local aviation community.

Sell – Buy - Announcements

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.

FFFA Officers - Contacts

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Local Event Calendar at a Glance

FFFA February meeting, Feb 10th, 7:00PM, at the museum. Dinner before the meeting at San Marcos, 5:00PM

Apr 5-10, Sun 'n Fun 2022, LAL
Jun 11, Airplane Ride Day, SER (tentative)
Benefit Freeman Army Airfield Museum
Jun 18, Flapjack fly-in breakfast, OVO
Jul 19, Hagerstown (IN), Flying Circus, I61
Jul 25-31, AirVenture 2022, OSH
Sep 3-5, Red Stewart fly-in, 40I
Sep 8-10, Midwest LSA Expo, MVN
Sep 19-25, Triple Tree fly-in, SCoo
Sep 24, Madison Air Show, IMS**

** 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.

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

Cherry Hill Aviation

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

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.

The Engraver

Trophies Plaques Gifts Plastic Signs
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1520 Schleiter Rd, Seymour. 812-522-6181
www.engraverinc.com

For Sale – Piper L4H "Grasshopper"

US Army Air Corps took possession of this airplane Aug. 26, 1943. After the war it went to the Civil Air Patrol in Kansas. **230 hrs since complete restoration in 2002.**

Engine: Continental C90-8 (90 hp), hand-prop
(usually starts on the first blade!)

Aluminum propeller

Hydraulic disk brakes (heel actuated)

800-6 tires and wheels (better on grass)

Hangered at owner's grass strip "Green Acres",
about 5 mi. NW of Seymour, IN

NDH This airplane is a "10" throughout
\$55,000

Call owner Brian Thompson at 812-521-0038

Transponder & IFR certification at your airport
Call Andy Zeigler, 812-344-0468



For Sale -- Fisher Dakota Hawk (experimental) N60VK

Fabric covered, conventional gear
Paint and interior like new
Folding wings, 3-position flaps
2-place, side-by-side, stick control each side
Hydraulic toe brakes, both sides
Lap & shoulder belts
Build completed in 2011, TTAF 203 hours
Annual inspection good through Nov. 2022
Sport pilot eligible
Fuel cap. 27 gal. (12-gal hdr+15 gal in wings)
Continental O-200 engine, 70 hours SMOH
 New Millenium cylinders
 Tempest spin-on oil filter
GRT EIS engine monitor system
Warp Drive 3-blade ground-adjustable propeller
Yaesu FTA 250L radio & I Fly 740B GPS
Not ADS-B equipped
Hangared at North Vernon, IN (KOVO)
\$30,000
Call the owner, John Smith, for more info
 812-372-4306 or 812-603-0206



Eagle Avionics

Radio repair and installation, shop at BAK.
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Lynx (L3), Dynon, Stratus, and several others.
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