



# Freeman Flash

NEWSLETTER of the FREEMAN FIELD  
FLYING ASSOCIATION

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Larry Bothe, Editor

Website: [www.freemanfield.org](http://www.freemanfield.org)

## FFFA January Meeting Program – What's in Your Flight Bag?

For our January, 2021 FFFA meeting, to be held, as usual, at the Freeman Army Airfield Museum, 1035 A Ave., Seymour, IN, at 7:00PM, we're going to play a bit of show & tell. We'll set a table up at the front of the media room, and interested participants (*that's you!*) can put out the items in your flight bag and tell the rest of us why you have those things. We will be especially interested to hear about the one or two items that you absolutely will not fly without. How do they contribute to the safety and utility of your flight? If you don't want to bring your flight bag, consider putting some pictures on a flash drive. We can show them on our movie screen and talk about them from there.

**Dinner before the meeting:** A group of us meet at the Poplar St. Restaurant (513 S Poplar St, 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 dues for 2021:** Dues for the coming year are due in January. If you owe dues for 2021, you will receive a dues invoice attached to a separate email. 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. To give credit where it is due, Seth Wanning was the first

member (except for those already paid ahead) to pay his 2021 dues. He paid at the November meeting. Thanks, Seth. On the far end, Jerry & Judy Myers are paid through 2033!

### Airport News

**Blue Hangar Space Rental:** There still may be one space available to rent in the Blue Hangar, for \$150 per month. If you want your plane to be at Seymour, in a modestly-heated hangar, call Diane at 812-522-2031. There is some thought that they might want to leave space in that hangar for the overnight storage of larger, cabin-class transient airplanes. The airport authority is working through the best way to use that hangar.

**T-Hangar Rental Rates:** At the December airport authority meeting, new T-hangar rental rates were announced, to be effective May 1<sup>st</sup> of 2021. Some research revealed that the Consumer Price Index (CPI) has risen 23% since T-hangar rental rates were last raised in 2009. That 23% applied to the current base rate of \$85 per month, would have brought the new rate up to \$104.55 per month. The authority chose to round *down* to the next lower even \$5 level, making the new base rate \$100 even per month. That's what most T-hangar tenants with powered airplanes will be required to pay starting in May of next year.

However, at the same time as the base rate increase next May, the authority is instituting a tiered level of rental rates for other classes of aircraft and hangar situations. Those classes include enclosed hangar spaces, gliders, and unairworthy aircraft. The authority will be sending out a letter to all T-hangar tenants, during the 1<sup>st</sup> or 2<sup>nd</sup> week of January, explaining the situations, rates, and implementation, for the other classes.

Finally, the authority has said they will never again let the hangar rental rates stay the same for 11 years, and then institute a large increase all at once, as they are doing this time. Instead, there will be a rental rate review for the T-hangars every 3 years, as they do for all the other buildings and land that they lease to other persons and businesses. And as is done for those other leases, the change in CPI will be used to determine the change in rental rates. No more large, unpleasant rental rate increases.

**Notam about lights at SER:** If you have been actively flying at SER for the past 2 months, you have been treated to a NOTAM about ODALS, REILS and PAPI lights being out, every time you listen to the AWOS. Originally, the outages were caused by not having a bunch of parts, right after the runway moving/paving project was completed. More recently, the parts finally arrived and got installed. But then, before the lights could be used, it was necessary for the FAA to check-fly the systems to make sure they are OK from the air. As of 12/22, we are down to just one NOTAM, about PAPI lights. The FAA check flight was supposed to have been made this afternoon (12/22). As soon as we receive the (good) results of the flight check, the PAPI lights will be turned back on, and the lighting NOTAMS will be gone.

## Amazon Smile

Are you shopping for after-Christmas bargains at Amazon? By going to [smile.amazon.com/ch/35-2060830](https://smile.amazon.com/ch/35-2060830) to place your order, you can **help the museum**.

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).

## 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](http://www.freemanarmyairfieldmuseum.org).

The Focke-Wulf Fw-190 tail wheel and vertical stabilizer/rudder assembly display that Joe Clegg has been working on is really starting to come together. Several people and companies are helping us out. Cherry Hill Aviation gave us a tire and tube. Thanks, Dakota. David Lowe donated a 5" wheel on which to mount the tire. Crane Hill Machine is fabricating a display stand for the completed assembly. We hope to have it ready for public display early next year.

The new controls for our flight simulator have been installed and are now fully functional in the xPlane simulation. Steve figured out how to install more detailed background scenery, and together Steve and Larry learned the weather adjustments. No more flying in haze; we now have 8000-scattered clouds. Overall, it's a whole lot better. Next up is detailed airport scenery.

We have also been working on a flight simulator for younger visitors, ages 6 to 12. Young children tend to really bang the controls around, and therefore we can't let them operate the main simulator. However, using some simulator components given to us by Vincennes University, and some of our own leftover items, we have created a second, less sophisticated, simulator system that is considerably more robust. Marty Schwab has started work to integrate it into the existing passive kid's airplane mock-up enclosure.



Current kid's simulator, with no electronics.

So far, Marty has taken out the control stick, seat, and center console. A joystick shelf or pedestal will be added, and a new, adjustable, seat installed. A computer monitor (32" TV, donated by Mark Kendall, thanks Mark) goes in front of the windshield. Legs get cut down, and steps shortened, to make it closer to the ground. The finished unit will go in the alcove with the other, 3-screen, "adult" simulator.

The museum has a new display; the propeller shaft and planetary gear from a BMW 801 engine. We have a lot of BMW 801 parts, and we hope to one day pull them all together into what looks like an engine. In the meantime, we are displaying individual parts as we get them cleaned up.



Museum president Joe Clegg with new BMW 801 prop shaft and planetary gear display.

## FFFA Member Activities or Accomplishments

**Pete Silliman, Larry Bothe and Helmut Weislein** had lunch (take-out from Subway; no dine-in down in KY on 12/2/20) and then flew to David Lowe's strip over south of Owensboro. Lowe Field is 1700', grass, with a sharp hump at the south end. You have to be on your game to land there. Pete, riding with Helmut, took a picture of Larry's plane in flight.



Larry's 1961 Champion 7EC over western KY on 12/2/20. Photo credit Pete Silliman. (Larry has two partners in the plane; Frank LaGreca and Tom Hallow.)

**Larry dodges a bullet**, sort of: On December 18<sup>th</sup> Larry Bothe got his plane out to do another lunch flight, over to Greencastle, IN to have lunch at the Final Approach restaurant with a friend who was flying down from the Chicago area. Larry was going to pick **Penny Litz** up at Greenwood, on the way to Greencastle. During the warm-up, Larry noticed a loss of oil pressure, and shut down. Upon getting out, there was oil all over the place, a lot of it. Helmut Weislein (A&P) came up from Kentucky on Sunday, and he and Larry took the plane apart. They discovered that the flexible oil line coming out of the engine and going to the oil pressure gauge had broken off. There was no restrictor fitting at the engine, so it pumped out all the oil in about a minute. A restrictor fitting is on order. Dakota will make up a replacement hose with proper fittings. The Champ will be back in the air soon, hopefully yet this year.

**Merry Christmas**

**Happy New Year**

## Medical Discovery

Since pilots all seem to have a sort of odd/different way of thinking about things, a leading medical institute decide to scan the brains of a random sample of pilots. In every case they found the same anomaly, pictured below.



## Some Random Thoughts About Coronavirus

Submitted by reader Jan Harris

1. The dumbest thing I ever bought was a 2020 planner.
2. I was so bored I called Jake from State Farm just to talk to someone. He asked me what I was wearing.
3. 2019: Stay away from negative people. 2020: Stay away from positive people.
4. The world has turned upside down. Old folks are sneaking out of the house & their kids are yelling at them to stay indoors!
5. This morning I saw a neighbor talking to her dog. It was obvious she thought her dog understood her. I came into my house and told my cat. We laughed a lot.
6. Every few days try your jeans on just to make sure they fit. Pajamas will have you believe all is well in the kingdom.
7. Does anyone know if we can take

showers yet, or should we just keep washing our hands?

8. This virus has done what no woman has been able to do. Cancel sports, shut down all the bars, and keep men at home!

9. I never thought the comment, "I wouldn't touch him/her with a 6-foot pole" would become a national policy, but here we are!

10. I need to practice social-distancing from the refrigerator.

11. I hope the weather is good tomorrow for my trip to the Backyard. I'm getting tired of the Living Room.

12. Appropriate analogy: "The curve is flattening so we can start lifting restrictions now" is like saying "The parachute has slowed our rate of descent, so we can take it off now."

13. Never in a million years could I have imagined I would go up to a bank teller wearing a mask & ask for money.

14. The spread of COVID-19 is based on 2 things:

How dense the population is.  
How dense the population is.

## LSC Glider News – Motorized Gliders

By "UPS" Bob Walker

Gliders fall into two distinct categories, motorized and non-motorized. This short article covers the different types of motorized gliders commonly found in the U.S. It's easiest to break down motorized gliders into two groups: self-launching and sustainer.

**Self-launching Motor Gliders:** Self-launching gliders have engines capable of producing sufficient thrust for takeoff. In other words, self-launching gliders can take off without being towed by an aircraft.

There are three types of self-launching engines. The most common type of self-launching engine is a rotary (Wankel) engine. Internal combustion engines are economical and proven technology.



The second type of engine is a small turbojet. These engines have a high thrust to weight ratio. For example, the PBS TJ-100 installed on some two-place gliders produces nearly 250 pounds of thrust. Another advantage of a jet engine is its low profile drag when compared to a propeller. But it's expensive.

Finally, the third type of engine is electric. Electric self-launching gliders are just now being produced by a handful of European manufacturers. Electric motors are used to turn either a foldable nose mounted propeller or a retractable propeller mounted aft of the cockpit in the fuselage. Electric looks very promising. Battery technology has come a long way in the past decade.

The electric self-launching Schleicher AS-34 was recently certificated in Germany. This glider has an electric motor capable of producing 35 kW (47 HP) at takeoff. After takeoff enough battery charge remains to power the glider for another 70 nautical miles at less than takeoff power. (Santa, if you're reading, I would like one of these.). With the combination of aerodynamic efficiency, simplicity of electric motors and improvements in battery technology, I predict more gliders will be delivered with electric motors.

**Sustainer Motor Gliders:** Sustainer motor gliders have the same basic powerplants as self-launching gliders. However, these smaller powerplants lack the thrust necessary for takeoff. As with non-motorized gliders, sustainer motor gliders must be towed into the air. Sustainer powerplants are typically lighter, and less expensive to maintain.

**Summary:** Over the past two decades, the percentage of motor gliders has grown significantly. Today, roughly 80% of all new gliders are motorized. A self-launching glider eliminates the need to fly from airports with a tow plane. In addition, a motorized glider can prevent landing in a bean field when that

critical thermal can't be found. In that case, just start the engine and motor home.

Best wishes for the Holidays, and safe flying to all in 2021.

Ed. Note: Glider pilots can fly a motor-glider without a power certificate. All that's required is an endorsement from an instructor.

## Airline Perspective -- Relief Package Here?

By Adam Springmeyer

Hello FFFA members, and welcome to December. I'm glad to say that we're almost done with 2020, and all the interesting situations this year has thrown at us. Here is my hope for a safe and happy New Year to all our members.

We have some great news from the House of Representatives and the Senate, as a COVID-19 relief bill can be passed (maybe). There is a specific air section in the bill which provides \$16-billion for airlines to pay their workers. This would be great news to the airlines who have furloughed employees on their rosters. If this round of monies given to the airlines is anything like the last one, there will be some stipulations with it. From the first CARES act, in order for an airline to qualify for the loans, a portion of stock had to be sold to the United States Government. Also, only part of the loans required a payback with interest; the remainder of the money was traded for those stocks at face value.

One of the biggest hurdles that Republic faced during the initial CARES act funding was the lack of stock that was able to be traded for the loan. Republic Airways and several other regional airlines are not publicly traded companies, and had to come to other terms with the Treasury Department for access to those loans. These airlines could be looking at the same requirements, provided the "loans" require a repayment.

Some big news comes from American Airlines this month. With the availability of the COVID-19 vaccine, American has issued a statement that in order for employees to keep working for the airline, they MUST receive the vaccine. This creates an interesting situation. Can an employer require an employee to do something against his/her will? Only time will tell on this matter if this is going to be the new policy at American, or any other airline. (Ed. guess: Probably Yes. Employers set conditions of employment. Employees decide whether to work there or not.)

Finally, the last piece of news comes to us from the FAA. When the vaccine first rolled out, the Air Medical Examiner's office would not authorize its use by pilots, dispatchers, or air traffic controllers. Now, the AMEs have completed their testing and have determined that the vaccine is safe. Pilots, etc., must have a minimum of 2 days off before their next flight/duty shift is to begin. The FAA has reminded any pilots that, if side effects are encountered, to report them immediately. The same restriction will apply when the second injection is given.

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](mailto:adam.springmeyer@gmail.com). Fly Safe, and Blue Skies.

### **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](http://www.soarky.org), or call Mike Carlson, President, 502-321-6349.

### **FFFA Officers - Contacts**

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### **Local Event Calendar at a Glance**

Jan 14, 2021, FFFA meeting, museum, 7:00pm.  
Program is *What's in Your Flight Bag?*

#### **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](mailto:adam.springmeyer@gmail.com) and receive a personal reply directly in your e-mail.

### **Association & Meeting Information**

**Freeman Field Flying Association** meets the 2<sup>nd</sup> 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 4<sup>th</sup> of July.

**Airport Authority** meets the 3<sup>rd</sup> Monday of each month at 7:15 PM, terminal building conference room.  
**Freeman Army Airfield Museum** board meets the 3<sup>rd</sup> 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](mailto:LBothe@comcast.net) to place an ad.

### **Cherry Hill Aviation**

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