



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

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Larry Bothe, Editor

Website: www.freemanfield.org

First Step Toward Additional T-Hangars

The airport authority held their meeting a week early this month, on 12/13, in order to get it away from the Christmas holiday. At that meeting, it was announced that the authority had tasked our engineering company, BF&S, with doing design work for one or two additional T-hangar buildings.

On the surface, this might seem premature, because there is no funding available for construction right now. However, between Covid money, infrastructure money, and other pop-up sources, money could become available on short notice. When that happens, funds get awarded to entities that have projects that are already designed and ready to move forward. The authority thought it would be prudent to have the design work done, should funds become available.

Trench-drain reconstruction: It's done. The weather held up, and All-Star Paving worked their butts off. The project was completed right around Thanksgiving. There was little disruption to surface traffic on the airfield. Even though it got started a little late, this project worked out really well.

FFFA News

The next FFFA meeting will be on Thursday, 1/13/22. Program TBA. Stay tuned.

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.

We have added two new large WWII aircraft engines to our collection. Museum president (and engine collector) Joe Clegg loaned the museum his Rolls-Royce Merlin (powered the P-51 fighter) V-12 engine.



Rolls-Royce Merlin V-12 engine.

Jeff Apple, of Sheridan, IN, donated a 7-cylinder Jacobs radial engine, which Joe Clegg and Larry Bothe picked up on 12/8.



Jacobs R-755-9 radial engine.

While both engines need to be cleaned up, they are on display in the museum annex for our visitors to enjoy. Now we 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 engines on display.

Stop by the museum and see our new engines and artwork on display.

Besides the new engines, we also now have the original oil painting of Capt. Freeman, the one that hung over the bar in the Officers Club here at Freeman Field during WWII, on display in our entry room. We acquired the painting from Capt. Freeman's nephew, John Freeman, back in April, and had it in storage

for several months. Then we discovered that it needed repair and refinishing of the frame. We got it back from Artistic Impressions and hung it a couple of weeks ago.



There is another neat piece of artwork now on display; a print commemorating the anniversary of the Battle of Britain (air battle) during WWII.



FFFA Member Activities & Accomplishments

On Friday, December 3rd, several FFFA members flew their planes to Rough River for lunch. No, not at the state-run lodge (now essentially closed until spring), but rather at the privately owned family restaurant at the south end of the field, called the Lake House. Your editor didn't even know about the place until **Helmet Weislein** organized us to go there. **Penny Litz** flew her C-150 down from Mt. Comfort, **Steve Morse** and **Larry Bothe** came down in Larry's Champ, Helmut of course came over in his fire-breathing Zlin Savage Cub, and a couple of the KY crowd (not FFFA members) Jimmy Shulthise & Mark Cottrell also flew or drove in. The food and service were good, and the prices reasonable. I would go back there anytime.



L to R: Jimmy Shulthise, Mark Cottrell, Larry Bothe, Penny Litz, Steve Morse; at the Lake house 12/3/2021. Helmet Weislein took the picture.

Larry Bothe passed his BasicMed flight physical on 12/15. He's good for 4 more years. Words of wisdom: The older you are, the harder it gets. Enjoy flying while you can.

LSC Glider News – Cold Weather Soaring

By Steve Hayes

In early November, we had a good fall soaring day: surface temp 46°f, dew point approximately 22°f and with good lift under scattered cumulus at 5,500 feet. One of our

pilots remained aloft for over four hours. He developed severely cold hands and feet. By the time he had hangered his glider, he was chilled and shivering uncontrollably—our first case of hypothermia this winter soaring season.

Definition: Hypothermia is a medical emergency that occurs when our body loses heat faster than it can produce heat, causing dangerously low body temps.

Hypothermia is insidious, beginning in our extremities (feet and hands) before the rest of our body feels cold. By the time our core feels cold, we are already hypothermic. Shivering is the body's last-ditch effort to warm us. Shivering is the last clue to remove ourselves from the cold environment. Land the glider! By the time shivering starts, our core temperature has already dropped well below normal. Blood circulating in our core and brain is colder than normal. We are already functioning below peak capacity. Our thinking processes and reflexes are depressed, and we experience fatigue. Continued exposure will produce sleepiness, and eventually death. Hypothermia is more likely in a glider because we are cramped into a drafty cockpit with little movement or exercise that could generate body heat. In addition, insulating our bodies for surface temperatures is insufficient insulation while operating at higher altitudes for prolonged flights. This is particularly true if we have been sweating while rigging the glider for flight, without changing our base layer before flying. Water conducts heat away from the body quickly.

Let's talk about some of the physiological changes that occur when we are exposed to a cold environment, and our body progresses toward hypothermia. Our bodies are endowed with a number of automatic functions. One of the most important of these is maintaining a normal core temperature. That's slightly different among individuals, but is generally about 98.6°f. Hypothermia occurs when our body temperature drops below 95°f.¹ In a cold environment (gliders are drafty and without heaters) maintenance

of core temperature comes at the expense of the extremities (hands and feet, nose and ears), where even under normal temperatures, blood flow is significantly less than in the core and head. Blood flow in the extremities is worsened in pilots with diabetic neuropathy or other diseases of small arteries.

So, the brain says core temperature has dropped slightly—better warm up. The brain then sends signals to the arteries in the extremities to contract, thus decreasing WARM blood flow and causing feet and hands to feel cold. This happens before we have the sensation of feeling chilled. It is time to increase insulation to the chest, abdomen and head. Carry an extra garment that can be pulled over your chest, and change out your hat for something warmer, possibly a hood to pull up over your hat. Protecting your head is essential because 20% of blood flow goes to the head. Your head is a significant heat sink, losing large amounts of heat through radiation to the cold environment, and through convective losses. Insulated boots or down over-booties covering your feet and lower leg will significantly delay/prevent cold feet.

Warm Feet + Warm Hands = Warm Core

Now another problem arises. The brain has removed blood volume from the extremities, allowing them to become cold. Your feet turn white, and you have trouble feeling them. Blood is concentrated in the core. The brain and other sensors in large arteries around the heart recognize that the core blood volume is too high. The kidneys are directed to remove volume; thus, Cold Diuresis begins. Our urine volume increases, removing both salt and water from the system. This cold diuresis happens in any cold environment; in a glider, a swimming pool, a cool movie theater, or while shoveling snow. They are all the same to your vasculature. One misconception that persists is that cold diuresis is the same as dehydration—it is not. Dehydration is the loss of primarily water without much salt loss.

Cold diuresis loses both salt and water, so recovery from hypothermia requires replacement of both salt and water. Salt plus water, salty beverages such as tomato juice or sports drinks, are ideal. The sports drinks also contribute glucose for quick energy. Water plus salty foods are also a good replacement. Replacing water without salt will lead to a slower recovery, headache and fatigue.² However, there is no point in hydrating while still in the cold environment, which will only lead to more diuresis. **During recovery, hydrate with warm fluids.**

The quickest way to recover from hypothermia is in a warm bath or hot tub. At the airport, a very warm car may be our best option. The reason for hydrating (warm fluids) and eating may not be completely obvious. Remember that our brain has removed most, if not all, of the blood from our extremities, and has removed that fluid (salt and water) from our bodies with cold diuresis. During rewarming, the arteries in the extremities dilate and fill with blood to reestablish circulation and warming. However, reestablishing flow to the extremities now drops the blood volume and pressure in the core. Should you not start rehydrating immediately, the most common complication is dizziness upon standing. A drop in hydrostatic pressure in the brain causes the dizziness. Warm the salty hydration fluid, or recovery will be slower. If you find a buddy in a hypothermic state, for goodness' sake, do not leave him alone. Help him warm and rehydrate, and help him with his equipment. Shame on me for not helping my friend described in the first paragraph. I not only failed him but also failed myself as a physician—my apologies.

Hypothermia can kill: The brain signals shivering to commence when core temperature is about 94°F. At this point, our condition has become **critical**, and we may not survive a landing. Remember, we are shivering uncontrollably; our cold brain is functioning well below optimum, our reflexes are sluggish, and we may not be able to feel

our feet on the pedals. Preventing hypothermia is the road to an enjoyable long winter flight, when the conditions are just right. Carrying some sports drinks and tomato juice in the car during winter activities, for hypothermic emergencies, is also good prevention.

References:

1. Mayo Clinic Staff. Hypothermia—Symptoms and Causes. www.mayoclinic.org, April 18, 2020.
2. Johnson, Dr. Daniel L. Some Effects of Cold. Soaring Magazine, October 2014, pp. 8-9.

Airline Perspective – Flying During the Holidays

By Adam Springmeyer

Hello to all! I want to wish you and your families a Happy and Merry Christmas, and a safe and healthy New Year. I will be celebrating Christmas this year in Montreal, Canada. The life of an airline pilot never stops, especially during the holidays. That leads me to this month's article which, was a request from the one and only Larry Bothe.

Larry wanted to know what it is like to work on the holidays, especially during Christmas. The first thing to remember is that everything works on a seniority basis. The more senior you are, the more days off you can enjoy, and the better your schedule becomes. The most coveted schedule is to hold every weekend and holiday off, while maintaining maximum allowable flight time and pay. In every airline, a pilot or flight attendant bids on a monthly basis. Ground personnel; such as gate agents, mechanics, and line personnel, can bid every 6 months, or perhaps annually, for their schedules.

I have worked every Christmas since becoming an airline pilot, except in 2016. I was originally assigned a trip from Pittsburgh (PIT) to Newark (EWR), and then to Minneapolis/Saint Paul (MSP). The trip was to go back through the same airports the next day. However, on this trip I was called off due to another pilot needing to be evaluated by a

company check pilot. I was given both days off with pay, which was nice.

The other times, I was either a reserve pilot (meaning on-call), or a line-holder (flying an actual trip). The most memorable experience was being stuck in Ottawa, Canada the day after Christmas, 2014. A terrible snow storm had captured the entire Northeast, and had cancelled everything. My crew and I got to explore the city. We enjoyed authentic poutine (a food; French fries & bean curds, topped with brown gravy), saw the capital building all decorated with lights, and then enjoyed coffee and donuts from the first Tim Horton's ever built. It was a relaxing day for us, but extremely frustrating for our passengers, as they could not get anywhere along the east coast.

Flying during the holidays can be stressful for all our passengers, crew, and staff. Everyone remembers the scenes from *Home Alone* and *Home Alone 2: Lost in New York*, with the family running through the terminal of Chicago's O'Hare Airport trying to catch their flight to France and Florida. Most people think that airlines reduce the flying on the holidays themselves. The truth is that Saturdays are the only days where the airlines have a reduced schedule. Holidays are the times when the number of people flying reaches the highest point. This particular Christmas, the airlines are expecting more passengers than the pre-COVID pandemic numbers, by 20%! This, along with seasonal weather or unforeseen maintenance issues, could cause delays, missed connections, and cancellations. We ask for your patience and understanding. We cannot all be with our families as we try to unite you and yours. Allow me to pass along some helpful travel tips this season:

1. Arrive to the airport at the check-in counter at least 3 hours early for a domestic departure, and 4 hours early for an international departure. With the amount of people expected, everything is going to be full.
2. When getting in line at security, have your travel documents ready to go and hand them

directly to the TSA agent. This keeps the line moving. If you are traveling with a large party, have each individual hold their own ticket. One person scanning and handing each ID to the TSA agent causes delays.

3. As you enter the TSA checkpoint, have all of your toiletry items in one plastic resalable bag. This will also keep the line moving.

4. Upon arriving at the gate, please keep your items to one carryon and one personal item. If there is any doubt, please check the bag before scanning your boarding pass. This will keep the boarding lane clear, and everyone can get on the plane in a timely manner.

5. After landing and arriving at the gate, please do not just stand up and grab your bags from the overhead bin. Not everyone can get off at once. Please wait until a few rows ahead of you have a chance first. Again, this will keep the line moving quickly, and people with connections will be able to get their bags.

6. Please say "Hello" and "Merry Christmas/Happy Holidays" to us. We cannot be with our family right at the moment, and having a friendly smile and face keeps us and other staff motivated to get you safely on your way.

Author's Note: Feeding the pilots and flight attendants with food, or giving gift cards to a coffee shop in the airport, is a great way to earn brownie points...especially during the holidays!!!

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.

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.

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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.**

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

1/2 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 1/2 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.

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

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



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

Hangered at North Vernon, IN (KOVO)

\$30,000

Call the owner, John Smith, for more info

812-372-4306 or 812-603-0206



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