

Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

Volume XXII, Number 2, **February, 2020**

Larry Bothe, Editor

Website: www.freemanfield.org

Airport Road to Close for Reconstruction, Apr 15 - Sep 30

At the airport authority meeting on 2/17 it was announced that Airport Rd. would close on or about April 15th for a period of about 4-1/2 months. The reason for the closing is to rebuild the road as part of the Burkhart Blvd. bypass project. The route for vehicles to get back out to Rt. 50 is Airport Rd., and it has to be widened and strengthened to accommodate the greater volume of heavier vehicles. The reason for the bypass is to connect the East Side and Freeman Field industrial parks, thus keeping a lot of truck traffic off Tipton St. downtown.

Editorial comment: It seems to me that temporarily closing Airport Rd. (and that entrance to the airfield) is going to cause major traffic congestion at the only other entrance to the field, off Walnut St. There isn't any traffic light at the Walnut St. entrance, although a temporary one could be installed. Even so, all that shift-change traffic at around 3PM each day is going to be a real mess.

Powered paragliders: With all the activity already going on at Freeman Field this year (moving runway 5-23, Airport Rd. reconstruction) it was decided that having a new event that we don't know very much about would be an added complication that we really don't need. The powered

paragliders have been asked to hold off on holding their annual event (around Labor Day) here until 2021. They have apparently made arrangements to gather at Lee Bottom airport for 2020.

FFFA Meeting News

At the February meeting Larry Bothe did a presentation about aircraft performance. With help from soon-to-be-retired FAA Safety Program Manager Lew Owens, we had about a dozen outside guests attend the presentation, in addition to our FFFA regulars. After the formal program, those in attendance shared stories of their performance related experiences, which generated considerable discussion. It was an enjoyable and informative meeting.

Our next meeting is on Thursday, March 12th. Program to be determined.

**Go to the very last
page to see a neat,
old, Freeman Field
picture.**

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.

The museum has two new displays. You will see the first one as you enter the Map Room. In a well-lighted case we now have the medals and other memorabilia from WWII veteran and museum founder Cletus "Al" Seibert. There is an impressive collection of items, including a Purple Heart and Bronze Star. These items were provided by Al's son Vern, who is now on the museum board. Be sure to see this exhibit the next time you are in the museum.

The other exhibit was provided by Seymour resident Ron Kleber. During WWII, as a school student, he collected WWII shoulder patches. Among his collection, which he donated to our museum, is an original patch from each of the US Army Air Corps 16 air forces. Museum Curator Larry Bothe took the 16 patches, did research on each air force, mounted each patch on a backing card, put all 16 cards into a display frame, with an overall explanation. This new display can be found in the hallway of the main building, hanging on the wall between the doorways to the staff room and the Enemy Aircraft Room.

We're still working on the sliding door to the main building storage area (sound familiar?), and our parts soaking tank is still on order. We're considering different ways to expand the media room seating area, but no decisions have been made.

Member Accomplishments

Helmut Weislein ferried a Decathlon from Montezuma, KS to Breckinridge, KY (768 miles), with his friend Pete Silliman. They did do an overnight stop, but at one point

they had a ground speed of 171 mph (38 kt. Tailwind).



Larry Bothe, Frank LaGreca and Helmut Weislein participated in an impromptu fly-out to Huntingburg, IN (organized by Helmut, 5 airplanes). There they borrowed 2 crew cars and drove to the Schnitzelbank German restaurant in Jasper, IN. Great food!



Larry (far left), Frank (far right), and Helmut (3rd from left) at the Schnitzelbank.

Flight Reviews

By Larry Bothe, 2/15/2020

At dinner, before the last FFFA meeting, Steve Morse, Helmut Weislien, Mark Bowling and I got into a discussion about flight reviews. A day or two later Steve determined that flight reviews were first required in 1973, the year I got my PPL. That sent me back to my first logbook to see how I did with these things. Not too well. I hope the Statute of Limitations for blowing flight reviews has expired.

Before I get into my checkered past, it is interesting to note that as originally established by the FAA, there were 2 levels of flight reviews. The first one was an annual flight review, required of pilots having less than 400 hours, and no instrument rating. The second level was for more experienced pilots, with more than

400 hours, and/or IFR. That was required every other year, and was called the biennial flight review, or BFR. However, AOPA pitched a fit over the annual flight review requirement. The FAA caved in and suspended the annual review requirement before the effective date of the rule. Only the biennial review was ever implemented, but it took the FAA 23 years to remove the suspended annual review from the FARs. In the meantime, the terminology "biennial", or "BFR" became ingrained in pilot lexicon. 24 years later I still regularly get calls from pilots who tell me their "biennial" is due.

I received my Private certificate on 2/5/73. Two years (to the end of the month) from that would have been 2/28/75. However, I found an entry in my logbook for a flight review (FR) on 11/9/74, 3 months early. I have no idea what occasioned that. And BTW, there is just the flight entry, the word "satisfactory", and the CFI signature. No endorsement in the back of my logbook.

Before the next FR would have been due (11/31/76) I started working my way up the certificates-and-ratings food chain. I got my IFR on 5/27/75, Commercial on 7/22/75, CFI 3/15/76, CFII 12/8/76, Multi 3/29/77, helicopter 8/23/77, Glider 6/16/78 and Seaplane 7/3/79. Seaplane was my last rating, at 1187 hours. Since each of those checkrides counted as a Flight Review, I didn't need another FR until 7/31/81.

Guess what? The high, exalted CFI forgot his own flight review date. I finally got one on 12/13/81, 5 months late. That made the next one due 12/31/83. I missed that one too; no entry. On 4/13/84 I did a combined FR and Instrument Competency Check, but that made the flight review 4 months late. The 1984 flight review is the first one with an endorsement in the back of my logbook. I got the next FR early on 3/30/85, again combined with an ICC. It looks like after that I got "religion" about flight reviews and did them on time or early thereafter. Computers soon came into vogue, and that's

a big help in not blowing off important dates.

LSC Glider Topics

You Ride Along on a Soaring Cross Country - By Bob Walker (OB1)

Last month's article covered the steps in preparing for a glider cross-country flight. This month we pick up where the glider is staged for takeoff and ready to fly 30 NM from Seymour (KSER) to Greensburg Municipal (I34) and back to KSER. For this round-trip we'll be flying a 2-seat high performance glider with a 40 to 1 glide ratio.

LAST MINUTE PREPARATION: Up to this point, the weather, NOTAMS, TFRs, etc. have been thoroughly checked. Everything looks great! Depending on thermal conditions, a flight of this length could take 2 to 4 hours. It's best to pack water and a snack. Many of us carry a cell phone and satellite communication device. You'll often see a SPOT or Garmin inReach tethered to our parachutes.

TIME FOR TAKEOFF?: What's the best time for takeoff? On most days, that's the last decision to make prior to departure. Early in the day the thermals are weak, and cloud bases are at their lowest point. A late takeoff usually offers better thermal conditions, but there's a chance that the flight will encounter waning conditions later in the day (hint). Picking the takeoff time is crucial to a successful cross-country flight.

After sizing up the soaring forecast, it's decided that we'll takeoff at noon. A high overcast is forecast to move in later today (hint). Prior to staging the glider on the runway, we make a final check of instrumentation, the computers are set for the cross-country route and our parachutes are buckled. Once the glider is on the runway, club procedures ensure a safe and efficient takeoff.

AIRBORNE: On most flights, the glider releases from the tow plane between 2,000 and 3,000 ft. AGL. Today, we release at 3,000 ft. just 3 miles west of KSER. We'll fly in the airport area for about 30 minutes and get a feel for the thermal strength, thermal distribution, and winds aloft before heading northeast toward I34.

12:30PM-- Good news! The thermals are working, and the cloud bases are reported to be 4,500 ft. AGL. We climb to 4,000 ft. AGL. With sectional chart in hand, it's time to leave the KSER area.



Our direct course to I34 passes close to North Vernon (KOVO) and Williams (24IN). These will make great diversion airports should the soaring conditions deteriorate.

12:50-- Although the glide computer shows us within range of KOVO, we do a reasonableness check. First, we establish a safe glide ratio to use in our calculations. Although our glider has a published glide ratio of 40 to 1, it's smart to use 25 to 1 as a conservative performance estimate. Winds, sink, bugs on the wings, etc. can greatly decrease glide performance. The 25:1 glide ratio works out to roughly 4NM glide range for each 1,000ft. of altitude loss.

For ease of calculations, we'll assume the glider attains an altitude of 3,000 ft. AGL. We'll also use a 1,000 ft. arrival safety margin, which means we'll plan to arrive at an airport at 1,000 ft. AGL. Doing the math shows that we have 2,000 ft. to work with; allowing a glide distance of 8 NM. Therefore, at 3,000 ft. AGL, we don't want to be more than 8 NM from a suitable landing area (in this case, either KSER or KOVO).

Referring to the sectional, the distance from KSER to KOVO is 16 NM. If 3,000 AGL is the maximum height attained early in the flight, it's best to set a direct course toward KOVO. At exactly the halfway point, we could safely land at KOVO or return to KSER. As you can see, a little extra altitude would be very helpful.

1:20 PM--We are only 5NM northwest of KOVO, and heading north toward 24IN and I34. By now, the cloud bases have lifted to 5,500 ft. AGL. Let's do a few more calculations and determine when it's safe to fly direct to I34. Thermal strength is excellent and we're able to thermal up to 5,000 ft. AGL at climb rate of 3 knots (approximately 300 fpm). This gives us a working altitude band of 4,000 ft. (assuming we plan to arrive at I34 at 1,000 ft. AGL). At a 25:1 glide ratio, 4,000 ft. altitude loss will take us 16 NM. Our moving map shows us 15NM from I34, so it's time to head direct to I34.

2:00 PM--We're 8NM south of I34 at 5,000 ft. AGL. 24IN passes off our left wing. We stop a few times to thermal in strong lift.

2:25 PM--We circle over I34, gain altitude and head back to KSER using the same course and decision making process of outbound leg.

3:15 PM-- We're 5NM north of KOVO, and a high overcast is moving in. The forecast was off by a few hours. Thermals are becoming weaker and less frequent.

3:30 PM— Over KOVO, the thermals are topping out at only 2,000 ft. AGL. Making it back to KSER is unlikely. We radio ahead and let the tow plane know we'll need an aerotow out of KOVO back to KSER.

3:45 PM— Time to land at KOVO. Once the landing is complete, the glider is pushed off the runway. It's time to break out those snacks and wait for the tow plane.

This article was intended to provide high level overview of soaring cross-country. The cross-country pilot is constantly making decisions (far more than this article had room to mention). These include best direction to fly, speed to fly, when to stop and thermal, etc. Hope you enjoyed the flight. Until next time, fly safely.

Airline Winter Operations--

My Personal Deicing Operations Stories

By Adam Springmeyer, January, 2020

Hello FFFA Members, and welcome to February 2020. I hope all of you had a safe and enjoyable holiday season. Thanks for reading my last article. Deicing has become a hot topic with the FAA in past years as errors have resulted in several accidents. However, this article is on the lighter side, and goes to show you the great times I have had when deicing an aircraft.

One of the first deicing experiences I had was December of 2014 when I first joined Republic Airlines. I was on the DHC-8-402. We were trying to go from Pittsburgh (PIT) to Newark (EWR). It was snowing at Pittsburgh so we had to apply both Type I and Type IV fluid. As we were in the deicing pad, we got a call from the flight attendants. She relayed one of the funniest things I have ever heard. A passenger told her, "I know United wants clean airplanes, but can we forego the car-wash, I have a tight connection?"

One of the worst deicing experiences I had was at Chicago O'Hare (ORD). I was a Captain, but picked up some overtime, and I

was assigned as the First Officer. We had 4 legs that day, and each leg resulted in us getting deiced. We were on our 2nd leg and heading to Sioux Falls, South Dakota. I was completing my walk around, and the wind was high that day. There was another ERJ-170 being deiced next to us, and I got some back spray. Note to self: Be more careful in the future. Deicing fluid stinks, and the stuff tastes awful!!!

Finally, I have to give credit to one of the best places to deice aircraft, and that is Toronto Pearson Airport (YYZ). These guys really know how to deice aircraft and get you underway quickly. Their operations are at a separate area away from the main terminal. This allows aircraft to land and get to the terminal, and then while heading to the runway with a new load of passengers, they pass right by the deicing pad. This way they can roll in and roll out quickly and efficiently. The second, and the best part, is their operations require only 1 driver per deice truck. The deicing operator controls the truck from the boom. He or she can drive the truck and deice from one location.

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. Finally I would like to thank the editor, Larry Bothe, for allowing me to share my experiences with you each month. If you have any questions, please email me at adam.springmeyer@gmail.com. Fly Safe, and Blue Skies.

Adam

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 Maggie Hettinger, President, 502-303-3944

FFFA Officers - Contacts

Karen James, President, 812-498-4482
Flygirl172@me.com
Jan Sipes, Vice President, 812-522-9446
sipesj@hotmail.com
Brett Hays, Secretary, 812-528-2186
brett.hays@smithlawservices.com
Larry Bothe, Treasurer/Membership, 812-521-7400
LBothe@comcast.net
Barty Moffett, Board, 812-528-0012
barty@barty.com
Tom Hallow, Board, 812-569-4293
thallow@3cbb.com
Zach Grant, Board, 317-201-4293
L1011jock@sbcglobal.net

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.

Local Event Calendar at a Glance

Mar 12, FFFA meeting, TBA
Mar 31-Apr 5, Sun 'n Fun 2020, Lake land, FL
Apr 18, Purdue Aviation Day, LAF
May 9, Flap-Jack fly-in, North Vernon, IN OVO
Jun 6*, Columbus Airport Day, BAK
Jun 13, Museum Airplane Ride Day, SER
Jun 18-20, Aeronca Fly-In, Middletown, OH MWO
Jul 14 (Tuesday) Hagerstown Flying Circus 161
Jul 20-26, AirVenture 2020, Oshkosh, WI OSH
Aug 29* Coles Cnty Airshow, Mattoon, IL MTO
Sep 5*-7, Labor Day Fly-In, Red Stewart Field, 401
(Airshow Saturday only)
Sep 10-12, Midwst LSA Expo, Mt. Vernon, IL MVN
Sep 11-13, KY Sprt Avn Wknd, Rough River, 213
Sep 19*, North Vernon Arpt Awrnss Day, OVO
Sep 26*, Madison Air Show, 1PM, IMS
Oct 3*-4*, Bowman Field, Louisville, KY LOU

*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.

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, 6:15 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.
812-521-7400

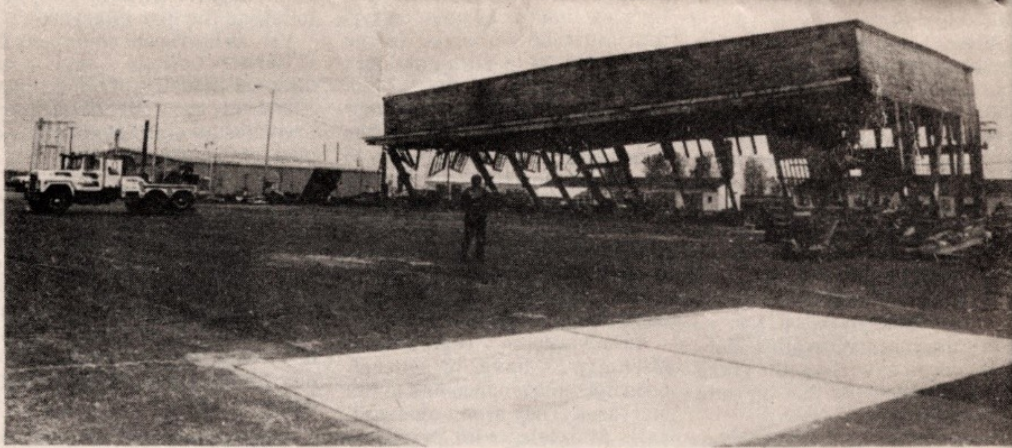
The Engraver

Trophies Plaques Gifts Plastic Signs
Quality Gifts & Awards, Aircraft Placards
1520 Schleiter Rd, Seymour. 812-522-6181
www.engraverinc.com

Really Neat Old Freeman Field Picture

By Larry Bothe

While sorting through some papers and other memorabilia from Al Seibert (founding member of the museum, passed away in 2015), we came up the Tuesday, October 23rd, 1984 edition of the Seymour Daily Tribune. It was folded to expose the picture below. It depicts the demolition of one of the 5 wooden WWII squadron hangars at Freeman Field. It's difficult to tell which of the 5 hangars is going down in this photo, but it is not the one where the blue hangar or the Green Hangar stand now. Those 2 hangars were built around 1970, so their wooden predecessors would have been long gone 15 years earlier.



Tribune photos by Ann Hollenbeck

Going, going...

Crews under the supervision of J and L Construction bring down a wooden hangar under demolition at Freeman Field Saturday. The hangar, built in

1941-42, was deeded to the city in 1948, and was recently ordered torn down by Seymour Board of Aviation Commissioners.