



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

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Larry Bothe, Editor

Website: www.freemanfield.org

Still at Home, Mostly

How is coronavirus affecting our immediate aviation life?

Your Editor: Not instructing. Flying the Champ alone, occasionally. See Samuel Springs article, *A Trip Back in Time*, on pg. 3.
Cherry Hill Aviation: Working. Lots of planes to fix.

Airport Office: Open, cautiously. Airport authority meetings are back to being live, with social distancing.

Freeman Army Airfield Museum: Closed at least until 5/1, due to coronavirus.

LSC Glider operation: Flew for the first time on 4/20 & 4/21. Operations limited.

Places to Go

Helmut Weislein says that after we recover from coronavirus, we should do a flyout to Lake Barkley in southern KY.



He flew down there alone a couple weeks ago, to check it out. It was of course deserted at the time, but Helmut says it is very nice. It is like Rough River, a state-run resort. They have a lodge and restaurant, but it's about 4 miles off the field, like Kentucky Dam. The airport identifier at Lake Barkley is 1M9. Nearest town is Cadiz, KY. It's a bit far for us northerners though; 158nm. But Karen could get down there in no time in the Bonanza.

FFFA Meeting News

Whenever we hold the next meeting, the program will be about ADS-B, and specifically oriented toward people like me that fly airplanes not yet equipped with the required ADS-B Out. Where can (and can't) we fly? What do we have to watch out for? What if we really need to go into "rule" airspace? How do we stay out of trouble? We'll have a Power Point presentation and a discussion. Note that I mentioned this program to the EAA webinar guy, and he wants me to do it for them, without even seeing the slides.

Garmin Discontinues Upgrading the GNS-430/530 to WAAS Standards

Yesterday Lance Bartels called your editor to tell me that he just learned that after May 29th Garmin will no longer upgrade the older GNS-430 navigation systems to enable WAAS position accuracy. WAAS (Wide Area

Augmentation System) is necessary to use the 430 with ADS-B Out, and for the lower IFR approach minimums you get with the more accurate WAAS position resolution. If you have one of the early non-WAAS GNS-430 (or 530) units in your plane, and you have been putting off having it upgraded, you better ship it off to Garmin very soon. I recall that the cost of the upgrade is about \$3000, and you have to buy and have installed a new antenna, plus shipping, etc. The whole works costs on the order of \$4000, but it is better than spending double that on a newer system with the same capability. Thanks, Lance.

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 will likely remain closed until "Phase 2", when schools reopen - ???

The museum has been closed for several weeks, and therefore most of our projects are stalled. However, Dan Kiel and Larry Bothe did get back in there and finish up the move of the staff area from a small room off the hallway, to the south end of the library. The AT-10 display has been moved into the old staff room. Moving the AT-10 display in turn opened up the back of the media room to increase seating from 16 to 24; 30 without a wheelchair path. The museum can now much better handle larger groups.

The pictures on the back wall of the media room went with the AT-10 to its new home in the next room. Now we can proceed with the new display of a photographic timeline of the development of Freeman Field. We are working on a series of large images showing how the airfield has changed, from farm fields in 1939, through the construction of the Army Air Corps training base, the conversion to an

industrial park after the war, and the present-day appearance. We have the aerial images. They need to be printed in the proper size (on the order of 2' x 3'), framed, explanations written, and then hung on the back wall of the media room. This will require a lot of running around to get it all accomplished, so we are waiting until the Governor says it's OK.

Member Accomplishments

Your editor just learned that **Ben Higginbotham** got **annual inspection authority** added to his A&P (Airframe and Powerplant) FAA mechanics certificate. Also, Ben has taken a position with Republic Airways in Indianapolis as a maintenance supervisor.

Lance Bartels finished his airplane training for UPS. He is now **type-rated in the Airbus A300-600**.



Airbus 300-600 in UPS livery.

Next for Lance is LOE, Line Operating Experience, which takes about 2 weeks. He flies in the right seat on revenue trips, but is watched over by a Captain who mentors him. After LOE he takes a final checkride (1 leg, one day) at the end of this month. Then he is fully qualified to assume the regular duties of a First Officer for UPS, and begins a normal work schedule.

LSC Glider Topics

By Bob Walker (UPS Bob, not Dr. Bob)

Since the gliders had not flown since before the last newsletter, Bob had nothing to report. They did fly on Monday & Tuesday of this week (4/20 & 4/21), but operations are still limited by coronavirus concerns.

Coronavirus Event Schedules

Sun 'n Fun is cancelled until 2021.

Columbus, IN Airport Day, which would have been on 6/6 cancelled for 2020.

OVO EAA 1328 Flapjack Fly-In on May 9th: Cancelled.

What about AirVenture? It's still on. Jack Pelton, CEO of EAA, says they will make a final decision the 1st week of May.

Museum Airplane Ride Day: Still scheduled for June 13th. We're about like AirVenture; we have to make a final decision in early May because it takes us a month or so to round up the needed airplanes and volunteers, print and distribute flyers, do radio spots and newspaper interviews, etc.

A Trip Back in Time

By Larry Bothe, 4/11/2020

This coronavirus thing has us all trapped at home (except for essential workers, to whom we owe a very large debt of gratitude). It is difficult for retired persons who own their own planes. We are used to flying all over the place whenever we want to. And so it came to pass that my friend Helmut Weislein and I conspired to make a trip and conform to social distancing at the same time. OK, we admit it up front, we did *NOT* stay-at-home.

Helmut knows a guy, Jimmy Shulthise (son of the late Dr. Art Shulthise*), who has a Twin Champ. Say what? A Champ with 2 engines? Yep! Back in the early 60's Champion Aircraft developed a Champ with 2 engines in an effort to capture the twin-engine training market with a low cost (purchase price and operating expense) airplane. It is called the Champion Model 402 Lancer, and first flew in 1961. Only 26 were ever built, all in 1963. Performance was marginal, but the real downfall was that with the 100-hp Continental O-200 engine, swinging a fixed-pitch prop, the plane could not be used for multi-engine checkrides. The checkride requires demonstrating the feathering of a constant-speed propeller, and the Lancer didn't have one. An interesting note: Champion must have been thinking of fixing that problem, just before production ceased.

On Jimmy's airplane (one of the very last Lancers), the left engine has the plumbing for a constant-speed propeller. He says only two such O-200s were ever built, and he doesn't know where the other one is.

After hearing about this airplane, as a Champ owner, I wanted to see it. Sit in it. See, touch, feel the controls and instruments. Helmut said he could make arrangements for us to go to Jimmy's private grass strip (Samuel Springs, 59KY) in northern Kentucky to see the airplane, and maybe get a tour of the defunct whiskey distillery that is at the same location. After some phone calls to agree that there wouldn't be anybody else around (besides Jimmy), we would wear masks most of the time, and practice social distancing of 6-feet or more, we had the trip set up. In order to avoid having to get in a car and go out, we packed a lunch to eat right there.

On Monday, 4/5, on short notice because the weather was nicer than forecast, we flew over to Jimmy's strip. When I got there, it looked shorter than expected. It's on the sectional as 2700 feet, but it's more like 1900 usable. I'm used to short field work, and my 115-hp Champ does pretty well, but it was still surprising at first. You should always walk a private airport before landing on it, but I didn't do that. Shame on me. Helmut of course doesn't care. He flies a Zlin Savage Cub, with tundra tires and vortex generators. It's a light-sport airplane with a 180-hp engine, and uses only a few hundred feet for takeoff or landing.



Helmut's Savage Cub on left, my Champ at right, distillery warehouses in the background.

We decided to do the distillery tour first. Jimmy has lived there quite a while and knows all the history. They haven't made whiskey there since 1975, and the place was shuttered in 1983. The big warehouses for aging barrels are now owned by other area distillers, but the whiskey-making buildings are pretty much like they were when production stopped nearly 50 years ago. The property is in the process of being sold; to be turned into a sort of rustic resort. It will eventually have cabins, a restaurant, bar, and museum. I'm glad I got to see it as it was, but it will be interesting to come back in a few years to see how it has developed.

We ended the tour at Jimmy's hangar. Inside was Jimmy's Champ, essentially identical to mine, right down to having started life as a 7FC (tricycle-gear Champ) and the 115-hp Lycoming engine conversion. Next to Jimmy's Champ was the 402 Lancer. It's immaculate!



1963 Champion Model 402 Lancer; me sitting in it marveling at the levers, switches, instruments Overhead throttles and fuel system controls.

The red paint isn't cracked or faded. The interior is in excellent shape as well. It has red rolled & pleated leatherette seats, with black trim. No cracks or tears. There are levers, toggle switches and instruments everywhere! The throttle quadrants, levers per quadrant, come down from the ceiling; 2 sets, one front, one rear. There are two of all the engine instruments. Simulated gear switch, complete with red & green lights. There were some things I couldn't identify. I'm multi-engine rated, and far from current, but you know what? – With a little recurrent training, I could fly that plane.



Here's a clue: There are just too many instruments for a single-engine airplane. The simulated gear switch is bottom-center



Mixtures (red), Throttles (black) and Carb Heat (white) in the front cockpit, left side. There is a duplicate set in the rear cockpit.

I asked Jimmy for a little history of the Lancer. His father bought it some years ago, but never flew it. He couldn't find an instructor who was comfortable to give him dual. Jimmy hasn't ever flown it either. It was last flown when ferried from Bowman Field to the grass strip, 5 or 6 years ago. Jimmy rode in it for that flight; as close as he ever got to "flying" the plane. They ran the engines last year; both started up fine. Jimmy showed us a video on his cell phone. Although not in current annual, it wouldn't take much to make it flyable, especially for a ferry flight. The airplane is for sale. Mark Cottrell is handling that. He can be reached at 502-548-9282, or air2mcc@yahoo.com. Also, check for an ad on Barnstormers.

The original purpose of buying the Lancer was that Jimmy's father* liked Champs, and wanted to have one in each configuration; regular tailwheel Champ, tricycle-gear 7FC

Champ, and the twin-engine Lancer. He never got as far as the tricycle 7FC; he passed away last year.



Practicing social distancing at Samuel Springs. Jimmy on left, me on right. The empty chair is Helmut; he took this and all the other pictures.

After inspecting and admiring the Lancer we went out by the wind sock where our airplanes were parked and continued to practice social distancing while eating lunch. All too soon our "excellent adventure" was over. It was time to fly back home ahead of the forecasted rain that evening. Before leaving the area, Helmut took some aerial shots of my airplane, the first I ever had.



Larry's 1961 Champion 7EC
First-ever inflight picture. Thanks, Helmut

What a great day, made even greater by the opportunity to escape from medical house arrest, if only for a brief respite.

*Jimmy's late father is Dr. Art Shulthise, well-known AME in the Indiana and Kentucky area. Art was born in 1923, and flew B-17s in WWII. He passed away in 2019 at the age of 95

COVID-19 vs Airline Industry, Day 75

(75 days since the president banned incoming flights from China.)

Hello FFFA Members. First, I hope both you and your families are doing well. I think we are starting to see the light at the end of this long and strange tunnel. I am writing this article just a few hours after the initial meeting between the Secretary of the Treasury and the Airline CEOs.

Before we get into the CARES Act, I wanted to give you an update on how the industry is going. Industry wide we have seen an overall reduction in anywhere from 50% to 90% of flights. For me personally, as of April 14th, I have worked 12 out of the last 14 days. I am off for the next 6 days. I will fly 2 more 2-day trips and am on Short Call Reserve for 3 days. Being on Short Call Reserve means I will have to be available from 0300 to 1300 hours each day. When/if I get called, I have to be at the airport in 2 hours. The flight departs 45 minutes after that. This sequence will finish the month of April for me.

I have been flying a broad array of trips all over the United States. Currently, I fly the ERJ-170-100 and -200 series aircraft. These planes hold anywhere from 69-76 passengers, and a crew of 4. I am averaging about 10 people per flight, most of which are crew members being repositioned to another base/city. There have been flights where I have had 0 passengers, and flights with 20 people. The shortest run I have done this past rotation was Boston (BOS) to New York (LGA). We had 6 passengers on that flight, all of which were American Airlines flight attendants being repositioned for flights the next day. The longest flight was Chicago (ORD) to Key West (EYW) and back. We had a total of 10 passengers (0 on the way down).

Almost all the airlines have offered some type of leave due the decreased amount of flying. My airline is offering leave to the pilots and flight attendants at a rate of 50 hours for

each month they have selected to take leave. Due to the significant flight reductions, we are seeing about 50% of our remaining pilots and flight attendants on reserve.

Now to the CARES Act. The plan for each airline was to provide up to \$25 Billion for payroll and other expenditures. There are specific stipulations as to how this money is used. The one biggest item is that no executive bonuses can be paid out of this money. Another requirement is that if an airline takes this money, they are not able to lay anyone off until after September 30th. In order to qualify for the CARES Act, an airline must have an annual budget of \$100 Million. Some airlines do not qualify for that, and therefore do not qualify for the help. Another stipulation is that the airline must also be publicly traded. This is causing some issues with the smaller regional airlines.

There has been a series of changes from the Treasury Office. Originally the CARES Act was a loan for operations, and a grant for payroll. We are now hearing that the payroll *grant* has become a payroll *loan*, and has a repayment requirement of 30%, with minimal interest. In addition, as collateral for the loan, the U.S. government can take stock options, or dictate a route and/or fee structure to the airline. These requirements are being negotiated by every airline. This story continues to develop. More information will be available in the next few weeks.

Some *positive* news is coming from the Cargo Carriers. FedEx has taken aircraft that were parked in the desert and put them back in service. UPS and FedEx have also seen an increase in shipments as Amazon has reduced shipments unless deemed necessary. Finally, Atlas and Kalitta have shipped a great deal of medical supplies; including masks, respirators, and ventilators.

Thanks for reading these articles. Please keep sending requests for different topics. Our editor, Larry Bothe, really likes contributions from other columnists. Help me to know what

to write about. If you have any questions, or to suggest a topic, please email me at adam.springmeyer@gmail.com. Fly Safe, and Blue Skies.

On the Light Side

Stay-at-Home Diary (from Dan Kiel):

Day 1 – I Can Do This!! Got enough food and wine to last a month!

Day 2 – Opening my 8th bottle of wine. I fear wine supplies might not last.

Day 3 – Strawberries: Some have 210 seeds, some have 235 seeds. Who knew??

Day 4 – 8:00pm. Removed my Day Pajamas and put on my Night Pajamas.

Day 5 – Today, I tried to make hand sanitizer. It came out as Jell-O shots!!

Day 6 – I get to take the garbage out. I'm So excited, I can't decide what to wear.

Day 7 – Laughing way too much at my own jokes!!

Day 8 – Went to a new restaurant called "The Kitchen". You have to gather all the ingredients and make your own meal. I have no clue how this place is still in business.

Day 9 – I put liquor bottles in every room. Tonight, I'm getting all dressed up and going bar hopping.

Day 10 – Struck up a conversation with a spider today. Seems nice. He's a web designer.

Day 11 – Isolation is hard. I swear my fridge just said, "What the hell do you want now?"

Day 12 – I realized why dogs get so excited about something moving outside, going for walks, or car rides. I think I just barked at a squirrel.

Day 13 – If you keep a glass of wine in each hand, you can't accidentally touch your face.

Day 14 – Watched the birds fight over a worm. The Cardinals led the Blue Jays 3-1.

Day 15 – Anybody else feel like they've cooked dinner about 395 times this month?

Hotel in a B-747 – 11-minute video about a hotel built in a retired Boeing 747, located in Stockholm, Sweden. Sent by reader Thomas Miller, 4/1/20 <https://youtu.be/6cIs2OtgCcw>

Where the airliners park – 10-minute video about airplanes parked in the Mojave Desert. From Dan Kiel, 4/21/20.

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.

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.

Local Event Calendar at a Glance

May 5-10, Sun 'n Fun 2020, Lakeland, FL
----- Sun 'n Fun cancelled
May 9, Flap-Jack fly-In, North Vernon, IN OVO
----- Flap-Jack Fly-In cancelled
Jun 6*, Columbus Airport Day, BAK
----- *BAK Airport Day cancelled*
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, Fly-in/Cruise-in, 7-2, Marion, IN MZZ
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
(Admission fee for this event)

*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.

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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