



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

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Larry Bothe, Editor

Website: www.freemanfield.org

Federal \$\$\$ Delayed, but State \$\$\$ Might Be Available Soon

At the airport authority meeting on Monday, 4/19, we learned that FAA has now officially said they won't fund the design phase of the runway 14/32 rehab until 2022, which means the actual work won't get done until 2023. But on the brighter side, as the state legislature finalizes the upcoming budget, it appears that there might be some state aviation money available essentially right away. Last week the state called for projects to be submitted on a very short (3-day!) notice. Our airport staff and authority, in conjunction with our engineering company, quickly submitted 3 projects; finish the upstairs of the terminal building, build a corporate hangar, and build another 10-bay T-hangar building. Note that these are things that the FAA will not fund, so if we are awarded any of the state money, it will be a really unique opportunity to get one or more of these projects accomplished. We'll see if anything comes of that.

Other Airport News

Last week, all fueling operations at Freeman Field were suspended so the fuel tanks could be pumped out and cleaned on the inside. Other extensive maintenance procedures were performed, and the tanks and surrounding structures were painted. Jet-A fuel became available again on Friday, but 100-LL had to wait for a new tanker of fuel to be delivered this Wednesday. By the time you

read this, fueling operations will be back to normal, albeit at a higher price for 100-LL. The new price is \$9.99, up from \$4.00 per gallon, where it had been for a long time.

Crews will soon be on the airport to do runway grooving and permanent marking on the new pavement that was installed as part of the runway 5/23 "move" last year. There will be some runway closures as the crews move from one area to another, but we will always have at least one runway open, except for a few hours when the area where the two runways cross is grooved. This work will happen over a period of several days, starting in early May. Be alert out there!

Museum Airplane Ride Day set for Saturday, June 12th. Add'l volunteers are needed.

The Freeman Army Airfield Museum will hold its annual Airplane Ride Day on Saturday, June 12th. We missed out on 2020, due to coronavirus, so we're really hoping this year's event will be a success. We could need some additional pilots. If you have 500 hours or more, and could help us by flying for a few hours that day, please call Larry at 812-521-7400. We also need help with passenger escorts ("loaders"), and ticket sales. A few hours of assistance from additional people would make things go a lot more smoothly.

FFFA News

The April meeting program had two parts (well, three, if you count the dinner at P-St. first). Karen gave us an overview of some recent changes and new features in Foreflight. After the Foreflight update, we had a discussion about the calibration of windsocks, and then moved on to takeoff performance, and specifically, rejected takeoffs.

Only a few of us had ever rejected a takeoff because we didn't think the airplane would get airborne. Most rejected takeoffs were due to non-flight issues, like a door popping open, or another vehicle or airplane pulling out onto the runway. We talked about establishing an abort point. A rule of thumb you can use is that if you have not achieved 70% of your takeoff (rotation) speed in the first half (50%) of the available runway, you should abort.

The 2021 FFFA dues campaign is over. All except one member paid their dues, and a couple of new people have even joined. Were ahead of the game, and financially sound.

Our next meeting will be on Thursday, May 13th. What would you like to talk about? Let Karen or Larry know.

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!

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 a lot of display improvement projects going on, all at once.

The Focke-Wulf Fw-190 vertical tail and rudder are mounted on the new stand fabricated by Crane Hill Machine. That has facilitated freeing up the rudder. The rudder ribs are now being repaired.

The big replica FOREIGN AIRCRAFT EVALUATION CENTER sign (originally made for us by David Gray) is relocated to the corner just outside the entrance to the enemy aircraft parts display section. That move considerably opens up the display area inside the room.

Our manual typewriter is out for repair. The goal is to set it up so that young people, who have never seen or used a typewriter, can type a word or two, and thus experience a little bit of what is now history. Thanks to Bob Sneberger for undertaking the repair.

The display cases in the Map Room have been reorganized to make better use of the space in that area. Locking electrical outlets have been installed in the ceiling so we can have power to light display cases, wherever we choose to place them, now and in the future.

Both flight simulators now have good background scenery for the area in and around Seymour. Visitors flying the sims can recognize where they are. The second simulator, specifically for younger visitors, is a big hit! We still have an issue of unwanted cross-talk between two iPads, but we'll get it resolved.

Additional items were received for our Civil Air Patrol display. We can put uniforms on mannequins and really enhance the CAP area.

We also just acquired more uniform items for Capt. Richard Freeman, from his nephew. We now have Freeman's West Point cadet uniform, boots, rifle and sword. The Capt. Freeman display, just as you come in the front door, will be revamped in the coming months.

Besides display improvements, the museum is also working on establishing a membership

program. We will establish an online store to sell memberships. The visitor registers for the last 4 years have been used to create a database of potential members. A membership solicitation letter is ready.

Finally, museum Airplane Ride Day will be held this year on Saturday, June 12th. There are still some details to work out, and additional volunteers are needed, but the date is set.

FFFA Member Activities and Accomplishments

We're not aware of any specific accomplishments for this month, but the lunch group, led by Helmut Weislein, had a nice fly-out to French Lick on April 5th. We ate at the golf course restaurant, which is closer to the airport than having to drive all the way into town. The food was quite good, and the view is very nice. Here are some pictures.



Larry Bothe, Helmut Weislein, Gerry Loman & Steve Morse at the golf course at French Lick.



View from the veranda at the golf course.

This group (attendees vary) flies somewhere for lunch at least once a month. We usually go on a weekday, and on fairly short notice as we only go on good-weather days. Let Larry know if you would like to be notified.

LSC Glider News – New Engine for the Scout

By "UPS" Bob Walker

This month, LSC took delivery of a zero-time factory remanufactured engine for the trusty Bellanca Scout towplane. When retired, the old engine was working perfectly. In fact, the old engine never missed a beat, but due to accumulated hours, the time had come to replace engine.



New engine (factory reman) for the Scout.

The shiny 180hp Lycoming was delivered to Cherry Hill Aviation in late March. After roughly 50 hours of mechanical work, which included an annual inspection, new exhaust system, numerous routine repairs on the aircraft, and the addition of ADS-B In/Out, the new engine was up and running. However, before the Scout could pull its first glider, break-in flights were necessary. Experienced tow pilots performed these flights in accordance with the Lycoming bulletin. The initial break-in flights, prior to any towing, included roughly five hours of operation at prescribed RPM settings, altitude and maximum cylinder temperatures. Basically, this means running the engine hard in order to get the rings to seat correctly.

At this point, it's appropriate to recognize our tow pilots and their role in extending the life of the tow plane engine. The tow plane repeatedly takes off, tows at around 60 knots up to 3,000 feet, and then reduces power to descend and land. The average flight is only 15 minutes. These flights occur all year, on

sub-freezing days and days when the temperature is approaching 100°F. Without careful attention to engine care, such as minimizing thermal shock during descent, and pre-heating in the hangar on cold days, the engine would have a much shorter lifespan. LSC is fortunate to have a dedicated group of experienced tow pilots who are focused on safety and aircraft care.

Here are some statistics on LSC towplane operations. Annually, the Scout performs 600 tows. Each tow operation involves two aircraft (tow plane and glider) – this is a fact that's sometimes overlooked. LSC is responsible for 1,200 takeoffs and 1,200 landings each year at Seymour. Of course, gliders use no fuel, but the tow plane burns roughly 1,800 gallons, annually.



Here's the Scout, ready to go.

If the past is any indication, the new engine will run reliably for many years.

Medical Minute – Fatigue in Aviation

By Aaron Frey, MD, MBS, AME

We all know the general rule of “8 hours bottle to throttle” with regard to drinking alcohol before flying. Few aviators, though, have a general rule for mitigating the effects of fatigue while flying, despite the similarities between the effects of fatigue and alcohol on our overall reaction times and mental processing power. Fatigue contributes to slowed reaction times, poor judgement, and poor cognitive performance, with cognitive performance the first to be affected. Studies have demonstrated that at around 17 hours of wakefulness, a person's faculties begin to

decline. At around 19 hours, a person's reaction times and cognition are equal to that of a person who has a blood alcohol content (BAC) of about 0.05% (recall that the legal BAC to fly is <0.04% (though it *should* be 0.00%). In fact, 1 in 5 NTSB reports from 2001-2012 cite fatigue as a significant contributing factor in major aviation accidents.

Many factors can contribute to fatigue, including poor circadian rhythm, medical illnesses, medications, and poor sleep hygiene. The average person requires 8 hours of sleep, though some may require somewhat less. One should treat sleep similar to a bank account. For example, if 8 hours of sleep is what you require to feel well rested for the subsequent 16 hours, use 8 hours as your benchmark. If you only received 7 hours of sleep two nights prior, the remaining one hour will have to be “made up,” be it through naps or additional hours of sleep on subsequent nights.

By-and-large, we are poor at judging our wakefulness. Chances are, you require more sleep than you believe in order to perform high-level functioning for long periods of time, as required for aviation, especially cross country flying. For this reason, it is important to actively and frequently evaluate your wakefulness before and during a flight. Signs of sleep deprivation are impaired sense of humor, anxiety, frustration, difficulty with fluid conversation, decreased concentration, and decreased attention span. While these seem to be common sense, it is important to actively assess your wakefulness, and ensure you will have an appropriate level, for the duration of your flight.

There are certain tools an airman can use to mitigate fatigue. First and foremost, ensure you are obtaining adequate sleep each night. Beyond that, caffeine can be used when feeling tired. Intermittent caffeine intake works better than scheduled or routine use. A pilot can also use “combat naps” of 10-30 minutes prior to flying. Naps longer than 30

minutes can actually cause worsening fatigue and reaction times. Durations of less than 30 minutes can provide anywhere from 20 minutes to 1 hour of additional useful wakefulness. Avoid flying between the hours of 0500-0800 UTC as this is the normal time where an airman living in the Eastern Time Zone will have physiological fatigue, known as the Window of Circadian Low. Finally, avoid flying if you have a sleep debt of >8 hours in the past 3 days.

As always, if you have questions or concerns regarding your overall sleep hygiene or chronic fatigue, please contact your local AME or family physician.

Safe Skies, Aaron

Airline Perspective -- Recovery in Sight?

By Adam Springmeyer

Hello to all! Welcome to April 2021! I think this is the first time I can say we have the recovery from this pandemic in sight, at least from the aviation point of view. We have some great news reporting out of the carriers in the United States and Canada, but not so much for the European group.

Let's start with the good news. American Airlines is the first US Carrier to have a month of positive cash flow. American made several changes in their fleet by retiring their Airbus A330, Boeing 757/767, and McDonnell Douglas MD-80 aircraft. They have more Boeing 787s on order, and those will fill their A330 and 757/767 slots when international travel opens. American was also one of the first carriers to stop blocking seats on their aircraft, and were the first to shift a large portion on their operations away from New York (LGA and JFK) and go toward their main hub of Charlotte.

Our next carrier is Air Canada. The Canadian government has chosen to provide a loan to its government run airline, in the amount of \$5.9 Billion. \$4-billion of the loan will have an interest rate of 1.5%. Then \$1.5-billion of the

loan will have an interest rate of 1.2%. The remaining \$500-million will be traded for shares of Air Canada. The government has also said that passengers who purchased non-refundable tickets must get a refund. In addition, Air Canada must complete its purchase agreement of Airbus A220 and Boeing 737-Max aircraft.

Big news from JetBlue!!! They have applied for a permit to start flying to London. Initially they were thinking they were going to get just London Gatwick airport. However, they were granted London Heathrow!

We also have two new airlines coming into the world. They are working on their proving runs and Part 121 certificate applications. One airline that I have seen is called Breeze. They are flying the Embraer ERJ-190 aircraft, and will soon switch to the Airbus A220. Their model is similar to that of the early JetBlue Airlines, perhaps because their founder and money backer created JetBlue. The model is similar in that they will fly to the same major cities, but not the same airport. An example is New York Islip Airport versus LGA, or JFK. Breeze has a pilot base at Charleston, SC with another one (different location) on the way.

The second new airline coming up is Connection. They will be flying the Bombardier DHC-8-402 "Q400" aircraft. The aircraft are coming from the defunct FlyBe Airways. That airline acquired their airplanes from Republic when we had the Q400. Connection's aircraft will be configured in a business class setup. Their route structure will be out of the Toronto City Airport and very similar to that of Porter Airlines. Porter Airlines is a Canadian carrier focused on business travel to the United States in and out of Canada. The headquarters is not located in Canada, but rather Boston, MA. The new CEO of this airline is a former leader of Virgin Australia. Many people have asked if Connection is this Porter's replacement, or their competitor. Porter Airlines hasn't flown since February 2020. We shall see if the FAA grants Connection their 121 certificate.

Finally, Air France and Lufthansa have not been reporting much in the way of good news. Air France has stopped all short-range domestic service. This includes all operations in and out of France, Spain, Portugal, and Germany. Lufthansa has said their operation will not recover until 2025. These are due to the massive travel restrictions still imposed by the European Union.

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 feel free to email me at adam.springmeyer@gmail.com. Fly Safe, and Blue Skies.

Eagle Avionics Shop Update

No update from Andy this month.
Andy Zeigler, Owner, Eagle Avionics, LLC.
812-344-0468, www.eagleavionics.net
<http://www.facebook.com/EagleAvionics>

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

May 13, FFFA meeting, museum, 7:00pm
May 15, Fly-in breakfast, 8:00, Franklin, IN 3FK
(they have biscuits & gravy!)
Jun 19 Fly-in breakfast, OVO
Jun 17-19, Aeronca Fly-In, Middletown, OH
Jul 17 French Lick Airport day*
Jul 20 Flying Circus, Hagerstown, IN
Jul 26-Aug 1, AirVenture 2021, Oshkosh, WI OSH
Sep 3-5 Red Stewart fly-in, Waynesville, OH
Sep 9-11 Midwest LSA Expo, Mt. Vernon, IL
Sep 11-12 Greencastle, IN Airport Days*
Sep 25 Madison Air Show**

** 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.

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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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.

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