



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

Volume XXIII, Number 5, **May 2021**

Larry Bothe, Editor

Website: www.freemanfield.org

Private Hangars at SER

There has been an upsurge in inquiries about building private hangars at our airport. In order to satisfy that demand, and proceed in an orderly fashion, the airport has recently taken two important steps. First and foremost, in conjunction with our engineering firm, BF&S, they have identified and plotted 25 potential private hangar sites. Those sites are available on a first-come, first served basis. The sites are shown on a large overhead plot of the airfield, and color-coded for ease of identification. An interested person can readily see what sites are available to construct a hangar of the size they feel they need. There are some basic requirements for private hangars, among them the need to hook up to city sewer & water, electricity, and have at least basic restroom facilities. It's not acceptable to construct a shell building and just shove in an airplane.

The other thing the authority accomplished was to have the old WWII concrete foundation, between Don Miller's hangar and the green hangar, removed. B2P construction did that work a couple weeks ago. That freed up space for 2 hangar sites, and the authority already has two people interested in building hangars there.

FMI, contact Don Furlow, Airport Manager, at 812-522-2031.

Other Airport News

At the last airport authority meeting, back in April, it was mentioned that there might be some additional money in the state budget for certain infrastructure projects. The authority, again in conjunction with BF&S, made application for funding. Now, a month later, it appears that we won't be getting any of that money.

There will be a military exercise at SER August 18-24. The JSOAC will have 4 helicopters (UH-60s, and maybe CV-22's ("Osprey's)) here practicing moving people and materials, both day and night. Sorry, no jumpers.

Finally, the new pavement that was installed as a result of the moving and extension of runway 5-23, and related new taxiways, received permanent markings earlier this month. That work was accomplished with minimal disruption to air traffic at Seymour.

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 use some additional pilots. If you hold a Commercial or

higher certificate, or are a private pilot with at least 500 hours, 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 May meeting program was a discussion centering around the question *Have you ever cancelled or terminated a flight due to fuel issues, such as lack of fuel, contaminated fuel, or wrong fuel in the aircraft?* It turned out that those things don't happen very often, but you editor once refused a plane because there was an excessive amount of water in the tanks. (The airplane later had to be defueled due to all the water in the tanks.) The group agreed that if you are going make a flight such that you will really need fuel at your intended point of landing, you better call ahead to make darn sure they will have fuel for you when you get there. Your editor nearly got "marooned" at Dubois, PA some years back when there was no fuel available.

Our next meeting will be on Thursday, June 10th. That's just 2 days before Airplane Ride Day, so part of the meeting will be talking about ARD. What else would you like to discuss? 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!

Had your corona virus shots yet? What are you waiting for? The sooner that most of us have shots, the sooner we can get rid of these darn masks!!

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.

Several projects have gotten accomplished over the past month:

Bob Sneberger completed the repair of our manual typewriter. He cleaned the dirt out of it, and made the ribbon move along as letters are being typed. Larry Bothe lubricated it. Now the typewriter is back on display, working properly, with a sign inviting guests, especially young ones who have never seen a typewriter, to try it out. We hope that works out OK.

Joe Clegg and Marty Schwab, assisted by Vern Seibert and Dan Kiel, have been using Joe's metal detector to hunt for more buried WWII aircraft parts. Over on the NW side of the airfield, while searching for the Fw-190 that crashed out there shortly after the war was over, they found a big piece of heavy wire cable, but no airplane attached. Brian Thompson was getting ready to plant the field, so they moved over to the NE side, just east of RR Donnelly. In that location they got a strong response in a wooded area, but have not yet had the opportunity to do any hand digging to see what might be in the ground over there.

Mike Hildreth gave us a 7-foot-long by 5-foot-high glass-front display case. It is our intention to transfer our display of rifles into that case. Our rifle display has outgrown the two small cases it is in right now.

We received a message from John Freeman, the nephew of Capt. Richard Freeman, the namesake of Freeman Field. The nephew and his wife were moving to Florida, and they had a lot of items from Capt. Freeman's time in

the US Army Air Corp. Dan Kiel and Larry Bothe went down to Louisville to see the uncle, and he gave us everything he had. The items include Capt. Freeman's rifle, his dress-uniform sword, West Point cadet uniform, hats & overcoat, bible, Rosary, and several pictures and documents. He also gave us the painting of Capt. Freeman that hung behind the bar in the officer's club here at Freeman Field during the war. Later, Marty Schwab took his pickup truck to Louisville to get a steel wardrobe cabinet that wouldn't fit in Larry's car, and some other items that Mr. Freeman had forgotten about. With all these new items, we'll be making major changes to our Capt. Freeman display later this year.

FFFA Member Activities and Accomplishments

Helmut Weislein has finally received his Wright Brothers Master Pilot Award from the FAA.

There's a story behind this. Helmut qualified for the award well over a year ago, and your editor helped him get all his documentation to the proper FAA person. In this case it was FAA



inspector Chuck Holsclaw at the Louisville FSDO. But by the time the paperwork was in, C-19 hit, and the FAA office that creates the awards closed down. After many months the office reopened, and the award got created. So now Helmut could receive the award, right? Not so fast! The FAA likes to do a public presentation of Master Pilot awards, preferably in front of a large audience, because it's good press. But due to C-19 the FAA had banned (and still does today) their inspectors from going out to public gatherings. Helmut was told he would have to wait for C-19 to be under control, and the FAA public interaction ban lifted. Then, just this past week, Chuck Holsclaw decided to send out the Master Pilot awards that had accumulated in his "office" (he's still working from home, as are most FAA inspectors), about half a dozen of them, to the intended recipients. A public ceremony is planned for sometime in the future, but for now, at least Helmut has his award, even if it's over a year late.

Note that your editor will qualify for Master Pilot in August of 2022. I wonder if the FAA will be back to work in the normal way by then? They just cancelled all the forums in the FAA Safety Center at Oshkosh for 2021. The world moves forward; the FAA moves backwards.

LSC Glider News – Record Soaring Flights

By "UPS" Bob Walker

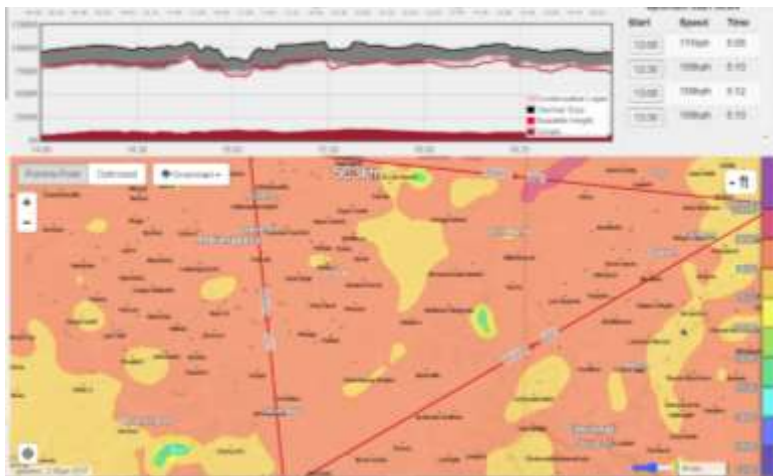
Recently, the Midwest experienced ideal soaring conditions. Based on discussions with glider pilots with decades of experience in the area, the conditions were the best they remember. This month's article covers the long flights that were accomplished, some of which were Indiana state records, along with comments from the pilots who flew those miles.

Exceptional Weather Conditions: The weather for the week of May 9th through the 15th was exceptionally good. The best days turned out



to be the 14th and 15th. During those days, the soaring forecast predicted thermals exceeding 9,000 feet. As a reference, on a good day around Seymour, the thermals might reach 5,000 or 6,000 feet. In addition, the thermal strength was predicted to exceed 5 knots (approximately 500 feet per minute) in some locations. The atmosphere was ideal for great lift, and no chance of rain or thunderstorms.

The winds aloft were light, less than 10 knots. An average cruising TAS in a glider might be around 80 knots. Due to the relatively slow TAS, strong winds aloft pose a challenge to long distance soaring. With light winds and strong lift, conditions were ideal for long flights. The soaring forecast for May 14th is shown below. The colors on this map are rarely seen.



Soaring Forecast from Skysight, May 14th. Yellow areas are lift up to 8,000 ft. Orange is lift to 9,000 ft. The lift was better than forecast.

Noteworthy Long Flights: There were quite a few long flights on the 13th and 14th, each with its own interesting challenges and noteworthy accomplishments. For brevity, I'll limit the details, and focus on six notable flights.

On May 13th and 14th, three LSC members (Randy Butler, Mike Carlson, and Steve Hayes) flew a triangle in excess of 300 KM. For Randy and Steve, this was their first time for this distance, and it completed a challenging leg of the Gold and Diamond

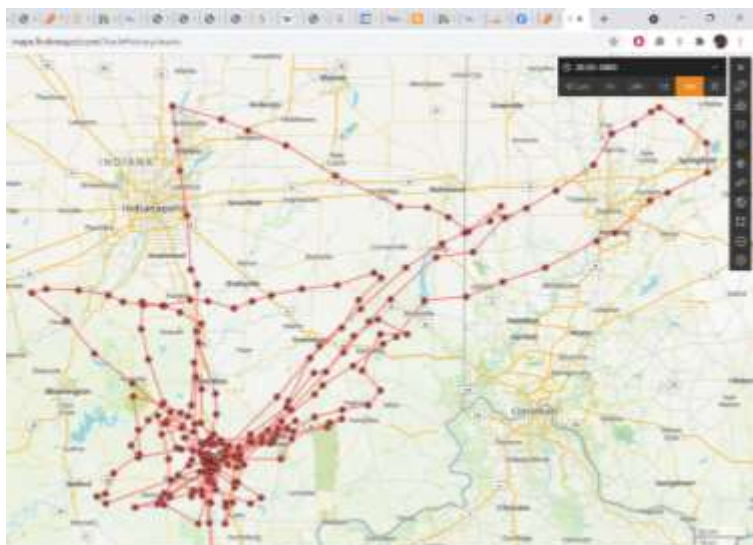
badges awarded by the FAI (*FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE*) Gliding Commission. In international soaring circles, this is a big accomplishment.

The 300 KM flights originated at Seymour and headed northeast about 50 nautical miles. The second leg went west 60 miles, traveling south of Indianapolis. One pilot recalls watching the arrivals for IND. Finally, the last leg began 25 miles northwest of Bloomington and finished at Seymour. The flight times were 4 to 5 hours.

On Thursday, May 13th, Dr. Bob Walker flew a 505 KM flight that originated in Seymour and headed to a point approximately 20 miles north of Indianapolis. The second leg went to a point 20 miles west of Dayton, Ohio. The third leg headed southwest to Clarksville, Indiana, before returning to Seymour. The flight took six hours to complete.

On Friday, Dr. Bob set an out-and-return record for Indiana. He released over Seymour and flew to a point 20 miles east of Dayton, Ohio before returning to Seymour. Bob recalls, *At 1515 [local time] I decided to head for home [Seymour], 133 miles away in a straight line. This course lay directly over the top of Dayton International Airport, airspace I had been trying to avoid, but it was definitely the best-looking route with the best clouds. Class C here extends upward to 5000 feet so I would have to maintain an altitude above 5000 feet for about 23 miles and have a transponder if I was below 10000 feet. It proved not to be a problem as I entered near 9000 feet and was never lower than 7000 feet. The ride home was a glider pilot's dream and I was able to fly from Richmond, IN to Seymour without turning and arrived at KSER at 4000 feet around 1730.* During this same flight Bob also set an Indiana state altitude gain record. Twice during the flight he exceeded 10,000 feet. The flight time was 7 hours and 34 minutes! Bob shared his SPOT (personal GPS locator) plot for the week (see below). Points are recorded at 10-minute intervals. As you can

see, the weather provided ideal conditions to venture far from Seymour.



Dr. Bob Walker's personal beacon plots for his glider flights the 2nd week of May.

Another LSC member, Robert Pumphrey, flew the 1-26 and was able to gain 1000 meters (3,280 feet), one of the leg requirements for the silver badge. When asked about the most memorable part of his flight, Robert replied, *I was NOT prepared for the down-right freezing temperatures at 9,000 to 9,800ft! I had the vents stuffed with anything I could find in the cockpit to keep the frigid air out and was still starting to feel the cold creep in.* Other pilots in this article also mentioned the cold. Most had cold feet after hours above 9,000 feet.

These are remarkable accomplishments during a week with exceptional weather conditions. Hopefully, we'll have a few more days like this in the near future. A future article will cover the topic, "What Makes for Good Soaring Conditions." Stay tuned.

Medical Minute

AME Flight Physical vs BasicMed

By Aaron Frey, MD, MBS, AME

Family Med Cntr, Seymour, IN, 812-524-3333

We all know the routine the day of our flight physical. Our heart beats a little faster, our blood pressure rises, and our speech becomes a little more pressured. Indeed, our

flight physical can be anxiety provoking, made worse if your livelihood depends on passing it. Beginning May 1st, 2017, the FAA now recognizes a new type of medical certification, BasicMed, as an alternative to a traditional AME Flight Physical. BasicMed has been championed by organizations, such as AOPA & EAA as a "victory for general aviation" and has been welcomed with open arms by many pilots, especially some of our more experienced pilots who might have a couple of health conditions. Since becoming an AME, I have received many questions regarding BasicMed. Through this article, I hope to clear up some confusion, and potentially uncover some pitfalls, of BasicMed some airmen could fall into that could eventually land them in trouble with the FAA or their insurance company.

Let's start by talking about who would benefit from BasicMed. It is typically useful for airmen who do not fly for hire and do not intend on receiving or using their commercial license. A pilot flying under BasicMed will be allowed to fly VFR and IFR in the United States and Bahamas, less than 18,000' MSL at speeds less than 250 KIAS, with no more than 6 occupants, and a max gross weight at 6,000lbs or less. He/she will require a physical exam by a state-licensed physician (MD or DO) every four years, and will be required to take an online course and pass a quiz every 2 years. Airmen typically appreciate the fact that their family physician can perform this as part of their annual exam with no additional doctor's office visits.

In comparison, an AME flight physical will typically have fewer restrictions. Third class medicals will be required every 5 years (if younger than 40 years old) or every 2 years (if 40 years old or older) without required training between the exams. An airman may fly internationally with no limit on speeds, max gross weight, or occupants. While in some cases the AME might be your family physician, AME flight physicals are typically not incorporated with a standard annual exam, and for this reason will have to be

scheduled separately. Though AME exams can be intimidating, keep in mind AMEs are not government employees and are simply the eyes and ears for the FAA. In general, your AME can be a great resource and will typically advocate for you if you have a "deferral" on your exam.

While BasicMed can be beneficial for certain pilots, there are some downfalls to watch out for. Prior to becoming an AME, I was asked to perform BasicMed exams. These can be intimidating to a physician that has had no training in aerospace medicine, and for this reason, many providers may decline doing them. Furthermore, many airmen have been using BasicMed as a "work-around" if they suspected they may be denied a medical certification by an AME for various reasons. Keep in mind that this is not what these exams are intended for, and you will likely be held liable should an incident occur and you are found to not be fit to fly from a medical standpoint. AME exams can take some of the liability off of the airman. Non-AME physicians may not understand qualifying/disqualifying conditions or the implications of certain medications on your health and performance while flying, so the responsibility falls upon the airman to understand the regulations. Finally, some insurance companies will not recognize BasicMed exams.

Though BasicMed is a great option for some pilots, ensure that you are a good candidate for this type of exam. Also, ensure that you reach out to your physician prior to your medical expiring to ensure that they will perform this exam and arrange for an alternative plan in a timely manner if he/she will not.

Is there something you would like to for me to write about in upcoming newsletters? Email me at adfrey86@gmail.com with your questions or suggestions.

Safe Skies, Aaron

Ford Tri-Motor at Columbus

The EAA Ford Tri-Motor will be visiting Columbus (KBAK) June 24-27, promoting

"The Spirit of Aviation" and providing rides to the public (\$\$). Thursday the 24th will be media/VIP day; rides for the general public will be available Friday, Saturday and Sunday.

The Tri-Motor visit is sponsored by Columbus EAA Chapter 729. They are looking for ground volunteers to help with the event. If you would like to help out (and probably get a free ride), call Brad Stinebring at 812-350-9771.

Airline Perspective -- You Get to Stay Where?

By Adam Springmeyer

Hello to all! Welcome to May 2021! For this month's article I want to share one piece of news from the aviation world, and then change focus from the COVID-19 recovery to what the airline world is like on a normal basis. For this month I wanted to share some of my hotel experiences.

The one piece of news comes from the Canadian cargo operator, Cargo Jet. This company flies the Boeing 767 and does massive cargo operations for Amazon and several other companies. This company has seen big profits, including a 30% increase over their projected quarterly earnings, just recently. As with any other Canadian carrier, they must abide by all the rules set forth by their government. One portion of those rules is strict rest rules for Canadian pilots, similar to those of American, United, Delta, etc. Canada does not have a "cargo cutout" for their pilots, like FedEx and UPS.

Cargo Jet management has told the Canadian government that it will lay off 54% of its pilot workforce and hire US pilots unless Cargo Jet is given the same "cargo cutout" that American cargo companies get. Since the US pilots are not Canadian, Canada rest rules would not apply to them, and they can use the rules set by the FAA. 65% of Cargo Jet's pilot group voted against the "cargo cutout."

This could be a game changer for cargo operations worldwide.

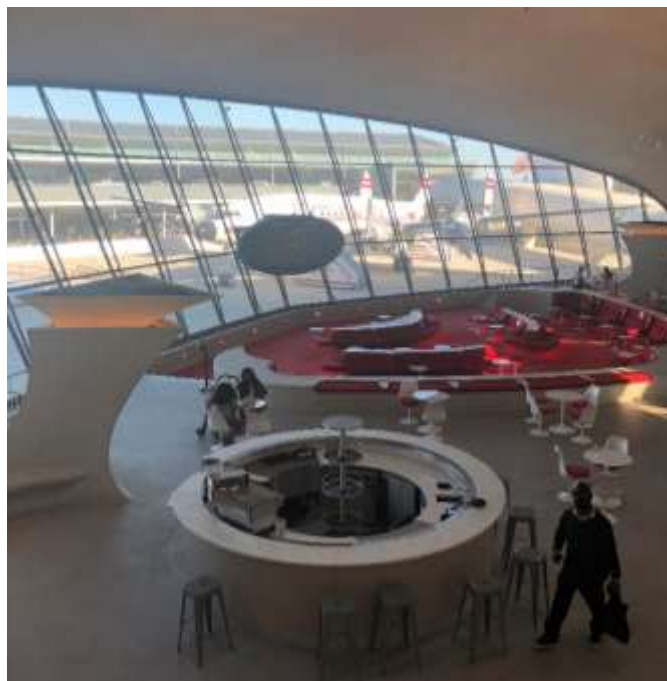
Now time to change gears. I back tracked through my articles and really never talked about what happens when an airline pilot is finished for the day. I'm often asked; "do you guys have to pay for your own hotels," or "Do you get to pick where you want to stay?" I am glad to report that the company pays for our rooms; however, they do tell us where to stay. Most of the time the hotel is very good.

So where do we stay? The answer depends on several factors; including how long the overnight is, how many crews are going to be in that city each night, which hotel has the correct accommodations (including transportation), is there food in the hotel or restaurants within walking distance, and what are they going to charge for the rooms. The last question is the most important, of course. My airline, Republic Airways, like most carriers, uses a third-party contractor to pick hotels that meet certain criteria. When a new hotel is selected for a particular city, the company and union representatives go out and view the hotel. If the hotel is satisfactory to both parties, then a contract is signed.

One hotel we use is the TWA Hotel at the John F. Kennedy Airport in New York City. This hotel was created from the old TWA terminal, first used in the 1950s. It features a roof-top pool where you can overlook the operations at JFK, 3 restaurants (one of which is open 24/7), and is within walking distance to the terminal. The hotel has also restored a Lockheed Super Constellation, and turned it into a bar. One of the pictures you see is a bank of pay phones. These phones actually still work, but also have a fun little feature, you can press 5 and listen to the jingles that were used when TWA was in operation. I hope you enjoy the photos. If you would like to see more, please visit my Facebook page.



TWA hotel from the street.



View from the lobby.



Old-time bank of dial pay-phones.



Restored Lockheed Constellation, now a bar.



View of JFK from the roof-top pool area.

Next month, aside from new aviation news, I am going to talk about how much time can a pilot be "on duty", and how much time can we fly in a single day. 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 have answered, please feel free to email me at 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, or call Mike Carlson, President, 502-321-6349.

FFFA Officers - Contacts

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thallow@3cbb.com
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L1011jock@sbcglobal.net

Local Event Calendar at a Glance

May 15, Fly-in breakfast, 8:00, Franklin, IN 3FK
 (they have biscuits & gravy!)
 June 10, FFFA meeting, museum, 7:00pm
 Jun 17-19, Aeronca Fly-In, Middletown, OH
 Jun 19 Fly-in breakfast, OVO
 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.

FAA Medical Examinations

Dr. Arron Frey, AME 812-524-3333

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3rd & 2nd class medicals performed

Cherry Hill Aviation

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Lance Bartels 812-322-6762

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.

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

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

Larry Bothe, Certified Flight Instructor

Flight Reviews, Insurance Checkouts,
Instrument Proficiency, Rusty Pilot refresher
training, but no full certificate programs.
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