



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

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Larry Bothe, Editor

Website: www.freemanfield.org

FAA Wright Brothers Master Pilot Awards for Area Pilots Gains Momentum

Since Larry Bothe qualifies for the award (basically 50 years since first flying as Pilot in Command) this year, he wondered who else might have come into the zone, and started asking around. Pretty quickly, we figured out that Gregg Pardieck and Joe Litz (Penny's husband) qualified. As of this writing, Larry, Gregg and Penny (on behalf of Joe) have submitted their paperwork to the FAA to apply for the award. There are two other people we know about, Dr. Bob Walker, and Boyd Birchler. Boyd's wife, Judy (founder of Ladies Love Taildragers) is gathering up the paperwork for Boyd. We're trying to urge Dr. Bob forward, but it's tough going. 😊

Since we have at least 3 people, the next hurdle is to identify a public venue at which to present the awards. Since this is good press, the FAA likes to present the awards at some public gathering where there is a large audience. Penny Litz came up with the idea of doing the presentations at the Madison Air Show, on September 24th. I in turn suggested that to Chris House at the FAA. He thinks it's a good idea. The next step is to work it out with the management at the Madison Airport. It should not be a problem.

Other Airport News

The airport authority meeting was held on May 16th, back to their usual meeting day (3rd Monday). As usual, several administrative issues relative to the industrial park were discussed. About the only thing of direct interest to pilots was that they recently bought a tanker of 100LL, and that caused the price to go up to \$5.80 per gallon. It had been \$4.95 for quite some time. A look back in the museum records shows that a year ago we were paying \$4.70 for 100LL. Also note that the Jet A has gone up to \$5.50 per gallon. And the Jet A pump was down for about a week, due to a faulty water sensor, but that has been resolved.

New hangers were briefly mentioned. It was confirmed that the design phase is under way; an engineer has been assigned to the project. The design work will be done this year, with construction planned for 2023.

FFFA News

May meeting, on 5/12: After dinner at San Marcos, we headed over to the museum. The May topic of discussion was the ground of aircraft while fueling.

Next meeting, June 9th: We'll start out at San Marcos for dinner at 5:00PM. Please join us. After that we're off to the museum for the formal meeting at 7:00. I'm sure we'll talk about the results of Airplane Ride Day, and probably plans for Oshkosh. Note that there will be no FFFA meeting, or newsletter, in July. If anything really important comes up, a group email will be sent.

FFFA Member Activities & Accomplishments

Helmut & Larry Cub-Fetch Adventure

Penny Litz's husband Joe's J-3 Cub was due for annual inspection, so it needed to move from Mt. Comfort to Seymour. Joe is working out of town, Penny isn't tail-dragger qualified, so Helmut and Larry said they would go get it. Larry hadn't flown for over a month, due to cataract surgery, and supply-chain delay in getting new glasses. Helmut has a lot of J-3 time, so he would fly the Cub back. (Larry also has J-3 time, but not much, and not recent.) Here's a pictorial recap of our trip. Helmut took the pictures.



Larry getting the Champ ready to fly. The windshield was dirty just from sitting in the hangar. Larry's partner, Tom Hallow, hadn't been flying it either. Too busy planting crops.



Penny & Larry with the Cub before leaving Mt. Comfort. It started on the first blade.



Helmut is happy flying the Cub.



Classic flight view. Solo from the rear seat. Note the total of 5 instruments. The J-3 Cub meets the minimum equipment requirements of FAR 91-205 for Day-VFR flight.

Cataract surgery: A lot of people have asked me about how that went, so here's my experience. First, you need to know that my cataracts weren't very bad. They just barely qualified to be done, under Medicare rules for required surgery. Some people fear the surgery, and wait until they can hardly see. Nobody should do that; the procedure has no discomfort, and takes only about 15 minutes to perform. It is typical to do both eyes, one week apart. You can see (a little bit cloudy) as soon as the procedure is over. The cloudiness goes away overnight. No eye patches. No laying still. All normal activities are OK. I was cautioned not to rub my eyes, and to not spray water into an open eye while taking a shower. That's it. Driving the next day is OK. I actually could have flown; I could see better after the surgery *without* glasses than I could see before, *with* glasses. And now that I finally have my new permanent glasses, I'm Old Eagle Eyes.

Well, c'mon here, it can't be all peaches & cream. No, it's not. There is one big pain in the neck; and that's the need for eye drops.

Lots of eye drops; three different kinds, four times a day. They give you a check-off sheet, but even with that, keeping track is hard. For the first 2 weeks after the procedure, you must put all 3 kinds in your eye, 4 times a day. But then you're finished with one kind, and another one tapers off. Now, the eyes are out of phase by one week, which means that each eye is on a different drop schedule. It's difficult to explain in words, and more difficult to do and keep proper track. But you get through it. I'm very glad I had it done.

LSC Glider News Heat Exhaustion

By Steve Hayes, MD, PhD

I normally don't fuss about titles. I would rather be just Steve, but in this case I want you to know that I do have some training and experience with the subject of heat exhaustion. Enough said.

A few months ago, I was writing about Hypothermia, an excessive loss of heat from the body. Now it is time to discuss Hyperthermia (too much body heat), which leads to heat exhaustion. But as usual, the process is more complex. For those of you who participated in Airplane Ride Day last summer, think back to the three individuals who suffered varying degrees of heat exhaustion. Heat exhaustion is an insidious progression of events leading to the coup de gras - unconsciousness and heat stroke. It can take 1-2 days to recover from heat exhaustion. Heat stroke requires 1-2 months or more for recovery and there may be permanent sequelae. Fortunately, intelligent pilots as we are, we are able to prevent or interrupt the process by understanding clues to the progression. As with most problems we encounter in flying, **planning, prevention and preparedness** will usually see us through.

Heat exhaustion is usually seen in individuals doing strenuous work in a hot environment without replacing water and salt loss. Persons most susceptible to heat exhaustion are the

elderly, have high blood pressure, poor physical condition, obesity, and those not acclimated to a hot environment. I don't know many pilots who perform heavy work outdoors in the heat, or indoors in a very hot environment. Those individuals are better acclimated and physiologically handle heat better than we oldie pilot folks. The body cannot cool itself by evaporation in still air at 60% or greater relative humidity. Evaporating sweat at high humidity requires constant air flow over the body's surface. Gliders and many small aircraft without air conditioning become very hot greenhouses on sunny summer days. We rely on cooler temperatures aloft and whatever ventilation there is in the cockpit. We all sweat and are susceptible to dehydration, including salt loss. Preflight operations, fueling, dealing with passengers and baggage, etc. may put us at a fluid volume deficit prior to our flight. For glider pilots, preflight activity includes man-handling the gliders out of hangers, and a lot of pushing and pulling the gliders on the flight line. There is no shade while we work. So, we usually start our flights at a fluid deficit as well. Without fluid and salt replacement, fatigue and decreased alertness will gradually set in.

What do we look for? Since heat exhaustion results from loss of water and salt and an increase in body temperature, we must recognize the early signs to prevent falling deeper into the pit. The following list is an approximate progression of signs as heat stress evolves to exhaustion. Keep in mind that water loss and salt loss occur concomitantly. These are signs that our body's heat defense system is gradually being defeated. One sign may occur before another:

- Dry mouth (Raise your hand if you have completed preflight and loading with a dry mouth.)
- Early, excessive thirst
- Fatigue
- Headache
- Muscle Cramps (from salt loss—mainly sodium, potassium, magnesium & calcium)

- Faintness
- Dizziness (low blood pressure upon standing, even worse if it occurs while sitting)
- Weak, rapid pulse
- Nausea/vomiting (from salt loss—mainly sodium, potassium, magnesium and calcium)

LAND THE AIRCRAFT IMMEDIATELY. IT MAY ALREADY BE TOO LATE.

- Later, cool, moist skin with goose bumps when in the heat
- Loss of consciousness—now a medical emergency
- Heat stroke possible at core temperatures above 104°F (40°C)

Urination is another clue. If you are not urinating once every hour or so, or your urine is very concentrated, you are not consuming enough liquid. Long flights without drinking are not a good idea. Have a urine collection system available and keep drinking! One should also eat snacks every hour, which prevent some fatigue and improve alertness. Please do not forget salt repletion. I prefer SaltStick capsules (Google SaltStick). They contain sodium, potassium, magnesium, calcium and vitamin D to improve absorption. I take one capsule every hour or so, and I drink water for my liquid. One may also drink sports drinks with electrolytes or Pedialyte in place of salt capsules and water. **Repletion of salt is the biggest prevention of fatigue and muscle cramps.** For pilots on long flights, our encounter with heat stress/exhaustion usually does not progress beyond this point. On the ground the story may be different—I am thinking of Airplane Ride Day in summer heat.

My observations concerning ARD 2021 come from my discussions with several individuals who were present. All persons in attendance were susceptible to heat stress and exhaustion: pilots, workers and the general public. The amount of exertion and sun exposure increased the risk. The Riders, basically the general public, have no idea what conditions they will encounter at the airport. Most will not even bring a bottle of

water or hat. All need to be cared for, some more than others:

1. Pilots should be segregated from the crew loading riders into the aircraft to preserve energy and decrease fluid loss. They sweat enough just sitting on the flight line and flying.
2. Rotation of pilots every 3 or 4 flights is ideal (I know this requires more pilots.) Give them a chance to experience air-conditioning, fluid and salt replacement.
3. The personnel loading riders must **watch their mates** for signs of heat stress/exhaustion. This is probably the most susceptible group, and self-awareness diminishes when the lines are long, and early heat exhaustion is playing tricks on our brain. Provide plenty of cold sports drinks and salt to replenish the large quantities they are losing. If there are signs of stress, move them to air conditioning. Better yet, rotate them on and off the flight line to prevent stress.
4. There should be several shade tents and chairs for riders while they wait. Provide them with ample cold water.
5. Ample fluid for everyone means more bathroom stops (a good thing). Several port-a-pots need to be available to decrease stress on the administration building's toilets.
6. It is always good to have an EMS unit available for a crowd in these conditions.
7. Hope for a cool, cloudy day!

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.

At this point in May, museum personnel are pretty well concentrating on Airplane Ride Day, and all that entails. Larry Bothe has been coordinating ground crew, aircraft and pilots, and collecting necessary pilot information for the FAA. Tom Octavec

continues to stock up the gift shop for ARD, and properly organize the new toy items for ease of sale. Joe Clegg even got into the act by refolding our T-shirts for sale in a more compact manner. Other board members have posted flyers in store fronts in Seymour, and other nearby towns. We have arranged for a fire truck, with EMS technicians, to be on-site. Pray for good weather on June 4th.

We had Day of Caring on May 10th. United Way sent us 10 volunteers (we had asked for only 4 😊) to do 2 projects. One project was to go through all the used lumber we have saved over the years. With today's price of lumber, we're really glad we have it, but it was a jumbled mess. We took it all out of the storage area, pulled nails, threw away ratty pieces, sorted by size, modified the storage shelves, and finally, put it all away in neat piles, with ready access to each lumber size. Museum President Joe Clegg supervised the lumber sorting/salvage effort.

While half of the volunteer group was working on the used lumber, the other half tackled the project of reorganizing our storage shed full of unused display cases and other furniture. It had become so jammed up that we could no longer tell what we had, or get pieces out when we needed them. That team took most of the items out of the storage shed, analyzed what we had, put some things back, and took about half of the pieces to another building where we had plenty of room. Now we again know what we have, and can get to it when needed. Dan Kiel and Marty Schwab (one in each building) supervised the furniture project. Don Furlow (airport manager) helped us out with one very large display case that would not go through a standard doorway. He let us put it in an airport storage area that has an overhead door. Thanks, Don.

Airline Perspective –

Airline Mergers, Reduced Time to ATP

By Adam Springmeyer

Hello fellow FFFA members. I think we can finally say Old Man Winter is behind us, and

we can look forward to a nice Spring and Summer. This month's article is going to cover several industry changes, so let's 'fly' right into them.

A few months ago, I reported on a merger of Spirit Airlines and Frontier Airlines. This merger looked like it was going to happen, but there were legal issues to battle through. Due to these legal issues, mostly from the Attorney General in Denver, this allowed time for JetBlue to come in and make a counteroffer to buy Spirit Airlines. JetBlue came to the table with an all-cash offer. Spirit Airlines rejected the counteroffer of JetBlue, and decided they would accept Frontier's offer. JetBlue has now decided to conduct a hostile takeover of Spirit Airlines. JetBlue is going to each individual stockholder of Spirit Airlines and offering them \$30.00 for each share. As of writing this article, Spirit Airlines (SAVE) closed at \$19.09 per share. This would give each shareholder a profit of 36.4% per share should they choose to sell. This announcement locks Spirit Airlines into the total number of shares that is currently has on the market. In the past, Airlines would create more shares to sell to prevent hostile takeovers. This practice is now illegal. JetBlue's share price went up 11% over the course of the week since they made the announcement. JetBlue says that Spirit's route structure and aircraft will be the perfect complement to their system.

Last month, SkyWest Airlines went to the FAA and asked to be relieved from its EAS (Essential Air Service) routes due to low staffing. The FAA denied their request, and stated they have to finish the contract for their services or face a large fine. However, this month, SkyWest found enough staffing to reopen a previously closed pilot base in Atlanta, Georgia (ATL.) With that development, it is not clear what SkyWest's intentions were. Only time will tell.

Finally, making news, is Republic Airways asking, for relief in the Restricted ATP rule. Currently, in order for a pilot to become a

First Officer with any FAR Part 121 air carrier, they must have a minimum of 1500 hours of flight time. The total time can be reduced to from 750 to 1250 hours, depending if the applicant is prior military, has a 2-year approved aviation degree, or a 4-year approved aviation degree. Republic, like many other carriers, is looking for more pilots. To this end, Republic created the Lift Academy. This program trains pilots from 0 hours, brings them up to 1500 hours, and then they become a First Officer for Republic. This program is allowing pilots to flow into their ranks, but it is not enough to keep up with the attrition. Lift Academy is a certified flight school; however, applicants do not earn an aviation degree. Therefore, graduates from Lift Academy do not qualify for the Reduced ATP hours program, and must accumulate 1500 hours to obtain a position with Republic Airways.

Republic asked the FAA that Lift Academy graduates be placed in the 750-hour category. This request is based on Republic Procedures (airline-specific training) being used in the program. After the Republic request was made public, there were responses from the Colgan Air Survivors Group and the Airline Pilots Association (ALPA, the largest Pilot's Union), against this idea. Each group has their own reasons for not wanting this change. Only time will tell whether the FAA sides with Republic or not.

I thank each and every member for reading these articles. I would also like to thank all the members who send in requests for different topics. If you have any questions that you would like to have answered, please email me at adam.springmeyer@gmail.com. Fly Safe, and Blue Skies.

**No Aviation Humor or
Interesting Internet Links this
month. The usual contributors
of those items are silent.**

Announcements, Sell/Buy

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

Next FFFA meeting, on June 9th, 7:00PM, at the museum. Dinner before the meeting at San Marcos, 5:00PM.

May 14, Bishop fly-in, Madison, IN IMS*
Jun 4, Airplane Ride Day, SER*
Benefit Freeman Army Airfield Museum
Jun 18, Flapjack fly-in breakfast, 7-11, OVO
Jul 19, Hagerstown (IN), Flying Circus, I61
Jul 25-31, AirVenture 2022, OSH
Sep 3-5, Red Stewart fly-in, 40I**
(Air show on 9/3)
Sep 8-10, Midwest LSA Expo, MVN
Sep 10-11, Greencastle, IN Airport Days*
(Biplane rides on Sept. 10th)
Sep 19-25, Triple Tree fly-in, SC00
Sep 24, Madison Air Show, IMS**

** 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 air shows.

KOVO
FLAPJACK
FLY IN & DRIVE IN

June 18th 2022 7:00-11:00 AM

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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 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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