



# **Freeman Flash**

**NEWSLETTER of the FREEMAN FIELD  
FLYING ASSOCIATION**

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Larry Bothe, Editor

Website: [www.freemanfield.org](http://www.freemanfield.org)

## **Charlie Arrington to speak at September FFFA Meeting**

Our meeting next month will feature a presentation by historian and author Charlie Arrington. He will tell us about *Lt. Col. Michael Murphy and WWII Gliders*. The meeting is on Thursday, Sept. 9<sup>th</sup>, and starts at 7:00PM in the museum. However, you can get started earlier by joining us for dinner at Poplar St. at 5:00. Charlie will be there. We have invited both the North Vernon and Columbus EAA chapters to attend Charlie's presentation, and to join us for dinner beforehand as well. We should have a pretty good group.

Below is a short biography for Charlie Arrington. As you can see, he is really into the aviation history scene.

### Charles W. Arrington Bio:

Charlie Arrington has long been captivated by aviation history, especially local aviation history. In recent years, he has been concentrating on Louisville's Bowman Field Airport, which celebrated its 100<sup>th</sup> anniversary during May 2020. In 2017, Charlie's book, titled Bowman Field, was released by Arcadia Publishing as part of its Images of Aviation series. In addition, Charlie in the past five years has presented numerous talks on Bowman Field and other topics of Louisville aviation history at various Louisville area libraries and historical societies. In 2007, Charlie co-authored a book with Garry J. Nokes on the aviation history of Clark and Floyd Counties in Indiana titled, Wings Over the Falls: A Century Of

Aviation In Southern Indiana. He has also written numerous articles for the "Friends of the Air Force Museum" magazine, "Air Classics" and "Air Combat" magazines. He enjoys aviation photography along with visiting aviation museums and attending fly-ins and air shows.

**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!

### **Airport News**

You would think that since there was no newsletter in July (due to Oshkosh), there would be lots of airport news to report. No such luck. There has been plenty of work done out there, but nothing especially outstanding. No big problems, either. I'll bet that's the way Don & company like it.

At the airport authority meeting on Monday evening, I did learn that there will be a music program out at the airport on Sunday, 9/19. The band The Steel Wheels will perform at the Green Hangar (Aerial Farmer). Tickets are \$25 per person. Food and drinks (including beer & wine) will be available. FMI, and to purchase tickets, contact the Jackson County Visitor Center.

Just as the meeting was closing, during the part where authority President Brian Thompson asks if anybody has anything else they would like to discuss (“anything else for the good of the order?”), he mentioned that the authority is still working on a way to construct more T-hangars, to “get people off the waiting list.” Brian assured those present that additional T-hangars are coming, but it will likely take a while.

## FFFA News

Our August meeting was a discussion of our experiences at Oshkosh this year. Karen had taken a lot of pictures (approaching 100!) at Oshkosh, and showed them on the screen in the media room. She narrated the show; telling us about many of the things she did during the week.

Larry also had pictures to show, but he didn't take any of them. Fortunately, his friend Jim Williams took a lot of pictures, and sent some to Larry so he could have something for Show 'n Tell. In contrast to Karen, Larry had only 11 pics. At OSH he did 3 forum presentations, and volunteered two ½-days in the EAA Learn-to-Fly Center. Several dinners at the Uptown Café, Dan McElroy's hangar party on Wednesday, and the SAFE dinner on Thursday, rounded out Larry's Oshkosh 2021 experience. Oh, and it was bloody hot!

## FFFA Member Activities and Accomplishments

**Helmet Weislein, Larry Bothe and Michelle Wolters** (Michelle helped the museum for Airplane Ride Day) flew over to French Lick for lunch on 7/3. When we got back from lunch, there was sleek mid-wing taildragger at the fuel pumps – **Patty Wagstaff** was there! She was having trouble with her airplane so she wasn't in much of a mood to talk, but it was neat to run into her.

Please welcome **Dave Arnold** to the FFFA. Dave is a member of the LSC, and he owns 2 gliders. Also please welcome Joyce Rector

and Steve Hayes. They too are LSC members, and own a glider together.

On a more somber note, I received an email from very long-time FFFA member Fred Morgan's granddaughter, telling me that Fred passed away on Wednesday, August 11<sup>th</sup>, at his home in Daytona Beach, FL. Fred was 80 years old.



## Long Aviation Weekend?

On Monday I saw a flyer for Paoli Airport Day posted in the lobby of the terminal building. It is on Saturday, 9/11, starting with breakfast at 8:00, and switching to lunch at 11:00. Note that on that same weekend, the Midwest LSA Expo at Mt. Vernon, IL runs from 9/9 to 9/11, and the Greencastle Airport Days are 9/11 & 9/12. If you play your cards right, the weather is good, and you have enough money for fuel, you could go to Mt. Vernon on Friday, Paoli on Saturday, and Greencastle on Sunday.

## 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](http://www.freemanarmyairfieldmuseum.org).

The museum has several displays that are under major renovation. Larry Bothe and Marty Schwab teamed up to build a new rifle display cabinet. Starting with a large,

vertically-oriented glass-front display case (donated by Mike Hildreth), Marty built a roll-around base to raise it up off the floor 22". Then Larry and Marty used heavy-duty pegboard to create a display surface for the rifles. Building on his experience with space-saving projects at home, Larry devised a way to hinge the pegboard at the bottom, added 2x2 stiffeners, and folding legs to support it when open for loading rifles. LED lights make the rifles easy to view. Marty finished up by filling some holes, and painting the base. It came out really nice.

Joe Clegg decided we could enhance our Daily Living, Women at Freeman Field, and Tuskegee Airmen displays if we walled up the windows that were in the middle of each display. We would then have a flat surface to work with, and gain additional area for pictures and explanatory exhibit signs. The windows were already covered with vinyl siding on the outside, so they weren't useful for light or ventilation. Joe pulled off the trim and walled them up. Dan Kiel and Larry Bothe came along behind and reorganized the displays as Joe completed each window. Daily Living and Women at Freeman Field are finished. Tuskegee airmen will be done in another couple of weeks. Reorganizing the Captain Freeman display in the entry room, to display additional recently-acquired artifacts is next for Dan & Larry.

After the third window is finished, Joe is going to return to the project to put the tailwheel strut into the German Fw-190 vertical tail assembly. The strut has been soaking in a solution to remove 70 years of crud and corrosion residue. It's about ready to come out of the tank for its final cleaning. Installation up in the tail will follow. Once the the Fw-190 tail is completed, Joe will return to hunting for buried WWII aircraft parts in some areas that the FFRT (David Gray) never got around to searching.

On the flight simulator front, Steve Morse now has both simulators running the same simulation software, a goal we have had for

a long time. We are adding the basic flight lessons and exercises from the EAA Virtual Flight Academy. In order for museum visitors to get the most out of the simulators (and to protect the equipment), we have found that it is necessary to have a docent with the sims whenever guests are flying. In order to make that happen, we are actively seeking a few pilots to fulfill that role. Jan Sipes and Dick Burton have agreed to help us out one Saturday a month for 3 hours, but we still need 2 or 3 more pilots to round out the cadre of simulator docents. CFI not required. If you are interested in helping, please call Larry Bothe at 812-521-7400.

## **LSC Glider News – Tow Pilot to the Rescue!**

By "UPS" Bob Walker

The majority of LSC flights stay close to home, typically within 10 miles. However, on longer cross-country flights, a glider will often be out of gliding distance of Seymour. As a matter of safety, glider pilots plan their routes to remain within gliding distance of a suitable airport. On days with uncooperative weather, a glider might not make it back to Seymour; that is one of the few inconveniences of motorless flight. This month's article examines the steps involved in towing a glider from an airport other than home base. Tow pilot to the rescue!

### Don't Leave Home Without Some Basic Items

Regardless of the planned route, the responsible pilot should always carry up-to-date charts. MOAs, restricted areas, Class B, C and D airspace exist within close proximity of Seymour. It's also important to carry a phone, minimal tie-down equipment, some cash, food, water, sun block, survival gear (including extra clothes and first aid kit) and a satellite tracker (optional, but important in inhospitable territory).

### Twenty Miles from Seymour and Getting Low

Regardless of the pilot's skill level or the aerodynamic efficiency of a glider, there are times when thermals are nowhere to be

found. It's time to lower the landing gear and land. Prior to landing, the pilot should have already determined wind direction, surveyed the runway and taxiway layout, factored in local traffic flow, and coordinated with the tower on landing runway and runway exit strategy.

At small airports with grass or dirt runways, it's important to consider runway length and slope. Ask yourself, "Is there enough runway to do an aero-tow?" On short runways, the safe option might be to disassemble the glider.

### Tow Pilot to the Rescue

After a short delay on the ground, usually one to two hours, the tow plane arrives. By this time, the glider pilot has already coordinated with the tower, if necessary, and determined the best direction for takeoff. In some instances, the glider pilot has worked very hard to singlehandedly move the glider to the takeoff area. On grass runways, this can be a strenuous workout. The food and water one packed will be appreciated.

The next step is to lay out the tow rope and position the tow plane. Careful planning and communication between the tow pilot and glider pilot is important. Since no one is usually available to run the wing, the glider pilot will be making an unassisted takeoff – the takeoff will begin with one of the glider wings on the ground. Depending on the glider type, runway surface and winds, this might be a little challenging.

### Off to Seymour

The long tow to Seymour requires that the glider pilot pay close attention and stay in proper position behind the tow plane. Being connected to a tow plane can give a false sense of security. However, a rope break might occur at any time, and the pilot should have a plan. When towing over inhospitable terrain, the tow pilot and glider pilot should have already discussed a safe route/altitude strategy prior to takeoff.



When the glider is close enough to glide back to Seymour, it's time to pull the release handle and watch the tow plane head back to the traffic pattern. Another safe retrieve from a landing-out event has been accomplished. Put the airplanes away, and have a cold beer.

That's a short overview of an aero-retrieve from another airport. Safety and minimizing disruption to normal traffic flow are top priorities for all LSC operations. Following standard operating procedures and effective communication are critical to meeting those objectives.

Safe flying.

## **Medical Minute – UV Exposure**

By Dr. Aaron Frey, MD, AME, 812-524-3333

We've all been there- young and naive with the thought we will live forever. Time and time again I hear patients tell me, "If I knew then what I know now, I would [insert your favorite words of wisdom]." In the medical community, we have a name for this sentiment: "Evidence Based Medicine"; the attempt to learn from our past and prevent further disease. Throughout the years, much has been learned about ultraviolet (UV) radiation and how to protect against it. Though sunscreen was first invented in 1938, its widespread use and popularity did not occur until the 1980s and 90s. The information presented in this article will likely not be a great surprise to most readers, but I hope to reinforce and further an airman's

knowledge of UV exposure, and how it may apply to them while flying.

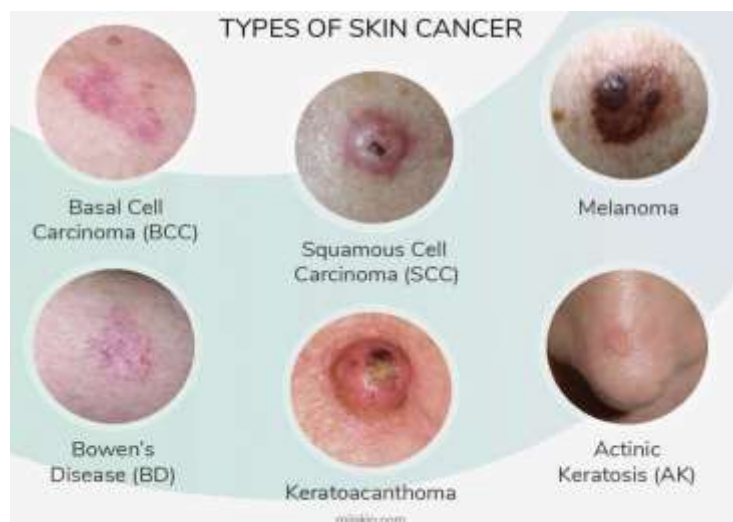
UV radiation is one type of radiation emitted by the sun. Its effects on our environment and on us are both deleterious, and beneficial in small doses. Earth's ozone layer is a layer of O<sub>2</sub> which has been struck by UV rays and broken into two solitary oxygen atoms. These oxygen atoms combine with O<sub>2</sub> to form O<sub>3</sub>, known as ozone. Ozone is formed by UV radiation, and helps to protect Earth against UV radiation. The ozone layer is damaged and thinned by molecules containing carbon, sulfur, and nitrogen, mostly emitted by internal combustion engines and factories. Until about the mid-1980s, the ozone layer was thinning. Since the 1980's, NASA has found that the destruction of the ozone layer has slowed or ceased.

Prolonged and excessive exposure to UV radiation can cause skin and eye damage. The dreaded skin cancer, melanoma, is relatively uncommon. The more common form is actinic keratosis, the precursor of basal cell carcinoma. These are only two of the numerous types of skin cancers caused by sun exposure, and they are not apparent until many years of prolonged sun exposure have passed. For this reason, a person must take care to protect themselves against sun exposure their entire life. Note that, along with skin damage, UV radiation can also lead to eye cataracts.

Okay, enough science talk. How does this apply to you as an airman? As a pilot climbs, the ozone layer becomes thinner and the UV radiation more intense. For every 3,250' increase in altitude, UV radiation increases by approximately 10% intensity. Airplane windows can help decrease UV radiation, but not sufficiently to prevent sunburn, skin cancer, eye damage, and dehydration.

In order to protect yourself, use long-sleeved shirts, sunscreen of at least SPF 30, curtains or window shades when possible, and ensure you stay well hydrated. Though no brand is

specifically endorsed by Family Medical Center, any medical organization, or the FAA, this author has found that Neutrogena sunscreen lotion makes a nice, minimally oily product. Take extra precaution when flying during the times and seasons of greatest UV intensity. In general, UV intensity is greatest June through August from 10am until 4pm. Ensure you are not taking medications that can predispose you to sunburns. Certain antibiotics, namely Doxycycline and sulfa-containing medications, as well as certain medications for high blood pressure and NSAIDs (Advil, Celebrex, and Aleve) can cause a person to be more sensitive to the sun.



Furthermore, if you notice skin lesions such as those shown above, or any other suspicious or changing lesion, consult your doctor or a dermatologist right away. For further questions regarding medications or skin health, please consult your family physician.

If there is something you would like to hear about in future articles, please email me at [adfrey86@gmail.com](mailto:adfrey86@gmail.com) with suggestions. Until next time, stay cool and fly safe!

Safe skies,  
Aaron

## Interesting Aviation Websites

Back in July I sent around a message from Floyd Hollandbeck, about the Pan American Clipper flying boats of the late 1930's. That generated some comments and discussion. Nick Firestone (Pres. of the museum at BAK) sent along this link to provide more information about the Flying Boat & Maritime Museum in Foynes, Ireland.

<https://www.flyingboatmuseum.com/boeing-314-clipper-flying-boat-replica/>

Tim Sparks chimed in with a suggested PBS documentary movie about establishing the Pacific route. Watch it at ...

<https://www.pbs.org/video/crossing-the-pacific-across-the-pacific-another-ocean-a456bz/>

Zack Grant provided a picture of the Marine Air Terminal and the old hangar at LaGuardia.



**Jet pack in action;** Royal Marines boarding exercise using Gravity Industries jet backpack. From Floyd Hollandbeck, 7,14/21.

<https://www.youtube.com/watch?v=suHOLFhbwsM>

## Airline Perspective –

### Cancellations for Pilot Shortages??

By Adam Springmeyer

Hello to all! This article comes to you from my hotel room in Detroit, Michigan (DTW) on a 25 hour overnight. My crew and I started the day in Pittsburgh (PIT) with a flight to Detroit (DTW), Buffalo (BUF), and back. We carried over 200 people on these three legs alone. Our flying numbers have increased to almost that of Pre-COVID-19 numbers, and have

surpassed our 2019 numbers in terms of overall passengers. So now the question is, “why are flights being cancelled due to pilot shortages?”

This past week, the industry saw mass cancellations from both American Airlines low-cost carrier, Spirit Airlines. American had almost a 50% cancellation rate back on the weekend of August 6 through the 8<sup>th</sup>, and Spirit Airlines was even higher than that. The cancellations from Spirit started in San Juan, PR, and were due to inadequate staffing of ground personnel. As flights were taking too long to turn, the airport ran out of parking space. This caused massive delays for inbound flights, diversions, and crew members reaching duty time limitations.

As more and more people were unable to reach their destinations, and flights were canceling, tempers flared to the breaking point. According to several witnesses in San Juan, passengers were trying to break down doors to the jet bridges, and threatening gate agents. Gate agents and other personnel went into their crew rooms and waited for the passengers to calm down, and police to arrive. One of the rumors that started during this whole situation was that Spirit Airlines’ pilots went on strike. The strike was reported by local news agencies, and eventually made national news. This of course was NOT the case; a pilot group cannot strike without the approval of the National Railway Labor Board.

One of my friends who is a First Officer with Spirit Airlines in Detroit told me that he was on a trip that started in Baltimore (BWI.) His crew was supposed to go to Denver (DEN) and back, and be done for the day. When they arrived at the airport, a passenger approached him and asked why the flight to Denver was cancelled. My friend was confused just, as the passengers were. The claim was that there were not enough pilots to operate that flight. After a call to scheduling, which took 20 minutes, they were reassigned to fly 1 leg to Las Vegas (LAS), and then sit for 24 hours. The flight

attendants were on hold for over 30 minutes with their scheduling department and just sent back to the hotel.

Other Spirit flight attendants (and the passengers!) suffered as well. A friend of mine who is a Spirit flight attendant said that due to all the scheduling issues and cancellations, he was worked into his 7<sup>th</sup> straight day, and was on duty for 24 hours. I saw him at Chicago-O'Hare, and he was on telephone-hold for over 40 minutes so he could get released and go home. On Saturday, August 7<sup>th</sup>, Spirit made the decision to get all their crews back to their bases, restart everyone's pairings, and start on Sunday with correct flights. This led to a flight cancellation rate over 60%!

Despite the massive cancellations for this particular weekend, airlines are beginning to hire like crazy. I had an interview with United Airlines, and although the interview did not go the way I wanted, the hiring window has opened. Delta Airlines has completely changed their interview process from a 2-day live process to 1 day of online testing at home, and then a 1 day in person session. They are interviewing only 7 people per day. Other airlines, including Southwest, Frontier, and Allegiant, are hiring as well. It is hard to imagine that 18 months ago we were looking at massive furloughs, many airline staff on the streets, and even airlines shutting down. This scenario was never even considered, and was 10 times worse than the layoffs we observed due to the September 11<sup>th</sup> 2001 terrorist attacks.

Hiring will continue for the foreseeable future. Retirements will keep accelerating. At Republic, over 150 people have left the company in the past 2 months. We are expecting an additional 50 to 80 pilots to leave in of August. More information to come.

Thanks to each and every member for reading these articles, and to the ones who send in requests for different topics. If you have any questions that you would like

answered, please email me at [adam.springmeyer@gmail.com](mailto: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](http://www.soarky.org), or call Mike Carlson, President, 502-321-6349.

### **FFFA Officers - Contacts**

**Karen James**, President, 812-498-4482  
[Flygirl172@me.com](mailto:Flygirl172@me.com)  
**Jan Sipes**, Vice President, 812-522-9446  
[sipesj@hotmail.com](mailto:sipesj@hotmail.com)  
**Brett Hays**, Secretary, 812-528-2186  
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[L1011jock@sbcglobal.net](mailto:L1011jock@sbcglobal.net)

### **Local Event Calendar at a Glance**

Sep 3-5 Red Stewart fly-in, Waynesville, OH\*\*  
(Cliff performs on Sept 4<sup>th</sup>)  
Sep 9 FFFA meeting, 7:00PM, Charlie Arrington presents *Mike Murphy & WWII Gliders*  
Sep 9-11 Midwest LSA Expo, Mt. Vernon, IL  
Sep 11, Paoli Airport Day, breakfast & lunch.  
Sep 11-12 Greencastle, IN Airport Days\*  
(Biplane rides on Sept. 12<sup>th</sup>)  
Sep 25 Madison Air Show\*\*  
Oct 2 Bowman Field, Louisville, 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 2<sup>nd</sup> 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 4<sup>th</sup> of July.

**Airport Authority** meets the 3<sup>rd</sup> Monday of each month at 7:15 PM, terminal building conference room.  
**Freeman Army Airfield Museum** board meets the 3<sup>rd</sup> 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](mailto:LBothe@comcast.net) to place an ad.

### **FAA Medical Examinations**

**Dr. Aaron Frey, AME 812-524-3333**

2026 N Ewing St, Seymour  
3<sup>rd</sup> & 2<sup>nd</sup> 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](https://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.  
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### **Cliff Robinson Aerobatics**

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Cliff Robinson, Madison, IN 812-701-9990  
[cliffrobinsonaerobatics.com](http://cliffrobinsonaerobatics.com)

### **Larry Bothe, Certified Flight Instructor**

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