



Freeman Flash

NEWSLETTER of the **FREEMAN FIELD
FLYING ASSOCIATION**

Volume XX, Number 11, **December 2018**

Larry Bothe, Editor

Website: www.freemanfield.org

FFFA Officers for 2019 Set

We had 26 people in attendance for our Christmas party at The Pines. The officers & directors for 2019 will be the same as for 2018. If you can't remember who they are (☺), have a look at the Contacts list on page 4. Jan Sipes wasn't able to attend the annual meeting (the Christmas dinner) due to illness, but we elected her VP again anyway. The truth is she had some reservations about driving up from Jeffersonville (she moved there earlier this year) for meetings and was thinking about not running again. If this turns out to be a burden for Jan we'll have to find someone else to fill the position.

The FFFA suite of rooms have officially been "mothballed". The water is turned off and the pipes blown out. The heat has been turned off (circuit breakers shut off) because heat is no longer needed to keep the pipes from freezing. That in turn gets the electric bill down to about \$10 a month, the real savings we were seeking. We also have to pay an additional approximately \$10/mo. to the sewer utility for sewer hookup and stormwater tax. We'll be saving about \$700 a year in utility costs. Note that we haven't given up use of the rooms. We have paid our 2019 rent of \$1. **Monthly FFFA meetings will officially be held in the museum starting in January.** This isn't a big change since we met in the museum for all of 2018 anyway.

Airport News

Burkhart Blvd Extension & Bypass: A delegation from Seymour went up to meet with the FAA in Chicago earlier this month. The concept for moving runway 5/23 1000 feet to the southwest to accommodate flight path clearance requirements for the proposed Burkhart Blvd extension and bypass was discussed. It was a good meeting. The FAA doesn't have any problem with the proposed plans.

The way it stands now, the plans are to "move" the existing runway 5/23 1000 feet to the southwest, and add 500 feet to the southwest end. This will be accomplished by constructing an additional 1500 feet of new runway on the southwest end. On the northeast end the first 700 feet will be physically removed, and the remaining 300 feet will become a "blast pad", which can't be used for takeoff, landing, or taxiing. There will be approach lights sticking up in the blast pad area. The end result of all of this will be a runway 5/23 with a total usable length of 6000 feet (500 feet longer than the present 5500 feet). The parallel portion of the newly reconstructed taxiway A that goes out to the present beginning of runway 23 will be left in place, but the corner and the short connector will be removed. That extra 1000 feet of taxiway will become access to northeast hangars that may be built in the future.

In order to get to the full length of the moved and extended runways 5 and 23 there will have to be a lot of new taxiways. A connector will have to be built to get from taxiway A out to the beginning of the displaced runway 23. The center taxiway will split into a Y as it approaches runways 5 and 32. The branches of the Y will meet the runways at a 90° angle. That eliminates the more acute angle we have now; a design no longer approved by the FAA. The righthand leg of the Y will continue across 32 and be a parallel taxiway to get down to the beginning of the extended runway 5. After the pavement is all in place then the runway, taxiway and approach lighting will have to be installed.

Don Furlow and Corey Harper (engineering firm rep) took a considerable amount of time to explain all of this to your editor. I thank them for that, and hope I got it right in the way I described it. This is a huge project, the cost of which approaches 5 million dollars. Both Don and Corey cautioned me that this is by no means a done deal. Just because the FAA has no objection doesn't mean that in the end it will happen in exactly this way. The current plans are for the work to be done in 2021, with perhaps the final paving and lighting finished in the spring of 2022.

Member Accomplishments

Tyler Armour received his private pilot certificate on 12/19, just in time for Christmas. After the first of the year he wants to continue his training to receive the endorsement for both complex and high-performance aircraft. Congratulations, Tyler.

Interesting Aviation Links

Pacific Clipper; the long way home (8 min. video) From reader Mike Pastore, 12/12/18. <https://youtu.be/B0GbkM6n90o>

Aviation history in pictures; 100 photos, from member Perry McCollum, 12/15/18. <https://www.faa.gov/about/history/celebration/media/LaGuardia%20Exhibit%20Album.pdf>

FFFA Treasurer's Report

For the period: November, 2018

Opening bal, all funds	7,443.77
Opening bal, chkg acct	1,265.39
Income	
Dues	
Other	
	Total Income
Expenses	
Electric bill	25.20
Sewer bill	9.14
Water bill	31.00
Sunshine Irrigation	75.00
Other	9.18
Christmas basket donation	100.00
	Total Expenses
	249.52
Transfer from MMF	
Transfer to MMF	
Closing bal, chkg acct	1,015.87
Mny Mrkt Fnd, opng bal	6,178.38
Transfer out to checking	
Transfer in from chckng	
Interest earned (3 mo.)	
	Closing bal, MMF
	6,178.38
Net change, all accounts	-249.52
Grand total, all funds	7,194.25

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 &

B. Grant) overlap. The FFFA on occasion supports the museum with gifts of money for worthy projects.

FMI www.freemanarmyairfieldmuseum.org.

The big museum news this month is that we have finally decided to paint the old part of the main museum building, and install new carpeting. That's the rooms that have the dark wood paneling, and the main hallway with the ratty wallpaper. We expect to do the work in January and have the rooms fully put back together by the middle of February. It will be necessary to close the main building for several weeks to get the work done.

With the C-96 Mauser pistol, fire-fighting equipment and US Army bicycle displays

completed, we have been able to finish the annex office renovation and place items in that area. The office now contains the electronic flight simulator, old desk with typewriter, drafting table, and the annex computer system. Classroom instrument and navigation training aids are up on the wall.

All of the components to restore the fire truck fuel system to its original configuration are on hand. Reassembly has begun. The engine-driven fuel pump is installed. The refurbished gas tank with new gas gauge sending unit is ready to go back in. Then we run the new fuel lines and we'll be ready to go.

The Airline Hiring Process

By Adam Springmeyer, 12/16/18

Hello FFFA Members; Merry Christmas, and Happy Holidays to you and your families. I wish you all a safe, prosperous, and healthy 2019. I also wish you plenty of flying in 2019.

I have had the privilege of writing for this newsletter for 2½ years. Unfortunately, this is going to be my last article for a while. I'm in the process of adding another title within my company at Republic, volunteering for the union, and hopefully changing from Republic to a major airline fairly soon.

For this month's article I would like to share with you the hiring and interview process that I went through when I first interviewed at Republic Airline back in 2013. Most of the regional carriers use the same process, and a majority of major airlines use a similar procedure. The first step is to apply, and this step alone took me several days to complete. It involved tallying up all my flight hours, what education I have completed, my references, etc. Once I was selected for an interview my extra time was spent looking through the different gouges (hints on interview questions) on the airline in question.

The day before the interview, I drove down to Indianapolis and stayed at the Embassy

Suites near the Pyramids. In the morning I drove over to the Republic headquarters and was greeted by several representatives of the HR department. The next step was providing my certificates, resume, logbooks, and the additional paperwork that was requested. While one HR person and one pilot went over all the paperwork, I was administered two exams. The first was a test on Part 121 Operations and questions from the Airline Transport Pilot test bank. The other was a generic knowledge test that judged your math, reading, and cognitive skills.

After the testing was completed, I was sent to the simulator. Each pilot was given a basic profile in a CRJ-200 non-motion simulator. We were told we would takeoff from Indianapolis International (IND) from 5R, fly the runway heading, perform a steep turn, and then enter a hold over Brickyard VOR (VHP.) If you told the instructor the correct entry of the hold you were vectored to an ILS approach back in Indianapolis.

The final step was a panel interview with a Human Resources Representative and a pilot. There were a few questions such as, "tell me about a time (TMAAT)," and "what would you do in this scenario." This lasted 15 to 20 minutes. My entire interview process took about 7 hours. I was told "we will call you with your results." Thankfully for me, the results were favorable, and today I am proud to be a Captain at Republic Airline. As I look back on this entire process, it is now time to get ready for the next one.

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. Finally I would like to thank the editor, Mr. Larry Bothe, for allowing me to give you some pointers, feedback, and to share my experiences with you each month. 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.

Adam

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, and usually on weekends. 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 Operation* 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 President Bob Walker at 502-314-3519.

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.

Freeman Flash issues going back to 1999 are available if you contact the editor.

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Ask an Instructor/Airline Pilot

Do you have a question about some phase of aviation? It could be about pilot certification, logging flight time, FAR's, how airlines do things, instrument flight, or anything else. Send a message to Adam Springmeyer at adam.springmeyer@gmail.com and receive a personal reply directly in your e-mail.

Merry Christmas

and

Happy New Year

Local Event Calendar at a Glance

Jan 11, FFFA meeting, in the museum, 7:00

April 2-7, Sun 'n Fun 2019, Lakeland, FL

July 22-28, AirVenture 2019, Oshkosh, WI

*An asterisk means Cliff Robinson will be performing aerobatics at that event.

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.

Airport Authority meets the 3rd Monday of each month at 7:15 PM, terminal building conference room.

Museum Board meets the 3rd Tuesday of each month, 6:15 PM, main museum building, map room.

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.

Burn Wood/Waste Oil/Corn

Sherrill's Heatmor Furnaces

Dave & Rita Sherrill, 812-569-2242

Cherry Hill Aviation

Aircraft Maintenance & Annual Inspections

Tube & fabric work a specialty

Refurb 1981 Cessna Skyhawk for rent

Lance Bartels 812-322-6762

Cliff Robinson Aerobatics

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Acro and tailwheel training in Super Decathlon

Cliff Robinson, Madison, IN 812-701-9990

cliffrobinsonaerobatics.com

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