



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

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Larry Bothe, Editor

Website: www.freemanfield.org

Runway 5/23 to be 6000'

Your editor probably missed this important fact at a previous airport authority meeting, but last evening at the April meeting it came to my attention that the end resulting usable length of 5 and 23 (both ways) will most likely be 6000 feet.

As previously reported on several occasions, it is necessary to move runway 5/23 1000 feet to the southeast to provide required clearance distance from the new Burkhart Blvd Bypass roadway. Here's how that will actually be accomplished.

At the northeast end, out toward Rt. 11, the first 500' of the existing runway 23 will be torn up and physically removed. Ditto for the parallel taxiway in that area. The next 500' will be left in place, but be designated as a "blast pad". It will be marked with yellow chevrons and no aircraft will be allowed to land on, take off from, or taxi on that 500' of old runway. The 500' of taxiway next to the blast pad will be left in place as an access to future private hangars that might be built in that area.

To complete the project, 1500 feet of new runway will be constructed on the southwest end. We lose 1000 feet on the northeast end and gain 1500 feet on the southwest end, for a net gain of 500 feet over the present 5500 feet. In addition, a parallel taxiway will be built down to the beginning of the southwest

runway extension, runway 5. This will also correct the theoretically unsafe 90° "V" intersection of the two runways. The FAA would not allow an airport to be built today with that intersection. Ours is "grandfathered".

FFFA Sponsors Hangar Cleanup Day

At our April meeting Larry Bothe proposed that we sponsor a Hangar Cleanup Day, similar to the *Make Seymour Shine* week that just ended. The idea is that T-hangar tenants and private hangar owners (but not businesses) will be able to put out their accumulated trash, old airplane tires, broken chairs, dead refrigerators, etc., and the City will haul it all away at no charge. We pitched it to Don Furlow. He thought it was a good idea and spoke to Mayor Luedeman. The Mayor will talk to Public Works director Bill Everhart, and then we'll work with Bill to choose a date that suits his workload.

Since this is for all hangar tenants & owners, not just FFFA members, the way it will be communicated is to stuff a flyer in with the monthly hangar rental invoices. Invoices go out the 10th of each month, so we can get the word out in mid-May. There will not be an announcement of the date in the newspaper. For planning purposes, it will likely be a one-day pickup on a Monday or Tuesday in late

May or early June. Participants will likely want to come out on the weekend to clean out their hangars and set the trash outside. Once outside, it will have to be picked up promptly in order to avoid having it blow around. There will be some "rules" to follow because there are some things the City won't pick up. More details as they become available.

FFFA Meeting Activity for May Free Sectional Chart Clinic

Karen James suggested that for our May meeting, on Thursday, 5/9, we hold a free Sectional Chart Clinic. The idea is to refresh pilots' knowledge on airspace, weather minimums, equipment requirements, chart symbols, etc. The clinic, starting at 7:00, will take about 1.5 hours. If you have a St. Louis Sectional Chart, bring it (doesn't have to be current for training purposes). We'll have extra charts for those who don't have one.

Karen James, aided by Steve Morse, will do the presentation. Larry Bothe, CFI, will be on hand to provide a signed ground training entry for those participants who want one. Note that **this clinic will fulfill the ground training requirement portion of a Flight Review.**

Registration for this event is required. We need at least 3 participants to make it worthwhile to prepare to put this on, and we can't handle more than about 10. If you are interested please send an email to Karen at flygirl172@me.com to sign up. Thanks.

Pilots Needed for Museum Airplane Ride Day on 6/22

If you have at least 500 hours total time and would like to spend a few hours flying for a good cause, please help out the Freeman Army Airfield Museum, a 501.c.3 charity. We have planes; we need pilots. All the money goes toward museum operating expenses. If you could fly for a few hours in either the morning or afternoon of June 22nd, please contact Larry Bothe at 812-521-7400, or email to LBothe@comcast.net. Thank you.

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.

From time to time people mail us things that have historical significance to the WW-II training period at Freeman Field. Then we do some additional research and figure out how to tell a story that museum visitors would like to know about. Recent items received have resulted in three new mini-exhibits.

The first item was an original instrument approach chart into the Walesboro auxiliary airfield. Since it is based on the decommissioned Freeman Army Radio 4-course range, it led to a display explaining the basics of low-frequency radio ranges. You can see that exhibit in the Museum Annex on the wall in the room with our electronic flight simulator.

Many years ago, museum director Mike Jordan saved the front page of the Tribune from the summer of 1993 reporting on the first Freeman Field Cadet Reunion held here in Seymour. At that reunion, two of the cadets who trained here and became very good friends, but lost track of each other after the war, were reunited. We recently came upon the newspaper, located pictures of the cadets taken in 1944, and put it all together in a collage to tell the story. The exhibit is on the wall in our library room.

Finally, Cadet Norm Ulrich, who was shot down over Germany and held prisoner there for about a year, came home and married Ella Mae Newkirk of Seymour. They lived in the Chicago area for many years. While Norm was a POW he created a cartoon ad for the terrible breakfast cereal he was fed while in the prison camp. The museum recently acquired the ad, and we created a story

board around it. That item is in our library as well.

The project to restore our antique fire truck's fuel system to its original configuration is lagging behind a bit. We don't have any technical problems (yet!), but our engine guy, museum President Joe Clegg, has been busy with other things. He says he will have it ready for Cars & Guitars in June.

The imaginary *Window on the Past* display (a look "out the window" at the Freeman Field aircraft ramp during the foreign aircraft evaluation period) isn't working out as intended. The color photo we were going to use just doesn't look very good blown up to the size necessary to create the illusion. This project is on long-term hold until we find a better photo.

Member Accomplishments

Well, not a member just yet, but **Jimmy Baker**, mechanic at Cherry Hill Aviation, soloed on April 3rd. We hope Jimmy will join the FFFA soon.

Dick "Rat" Thayer, after about 12 years of inactivity, completed an extensive flight review on April 9th. Dick is a retired Marine aviator (full Colonel!) and retired (2nd career) airline pilot. We're very glad to have another "rusty pilot" get back into flying. Dick has expressed an interest in joining FFFA.

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 President Bob Walker at 502-314-3519.

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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.

Local Event Calendar at a Glance

Apr 20, Star Party at Freeman Field, 5:30 PM until Midnight. Museum will be open 5:30-8:00
Airport closed that evening, 6:00 to midnight
Apr 27, ISU Open House, HUF
May 9, FFFA meeting, in the museum, 7:00
Free sectional chart clinic
Jun 22, Museum Airplane Ride Day at Seymour
Jul 16, (Tue!) Hagerstown (IN) Flying Circus
July 22-28, AirVenture 2019, Oshkosh, WI
Sep 5-7, Midwest LSA Expo, Mt. Vernon, IL
Sep 18 (Wed. evening, 4-8 PM) Columbus, IN
Birds 'n Brews (replaces 2019 Airport Day).
Canadian Snowbirds will perform. Don't miss it!

*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.

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.

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

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