



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

Volume XXII, Number 6, **June, 2020**

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Website: www.freemanfield.org

Runway 5-23 is Closed Until Around the 1st of October

Well, so much for the runway closing right after the 4th of July. O'Mara wanted it closed on Monday, June 8th so they could bring in equipment and start work on both ends right away. The first 500-feet at the northeast end has already been removed, and the base work for the new connector at the revised threshold of 23 is completed. At the same time, they are busy creating the base for the 1500-foot extension and parallel taxiway to the southwest. It's going to be one heck of a runway when completed.

Other Airport News

Corporate hangars: Potential locations for corporate hangars have been determined. Now we need a corporation or two to commit to leasing them. Private financing will be used for construction; not airport authority money.

Blue Hangar Vacated: The hangar was vacated at the end of May. During June it is undergoing a thorough cleaning and some needed repairs. The authority intends to rent individual spaces to aircraft owners starting in July. They are also seeking a tenant for the shop/office space on the street side of that hangar.

Military Exercise: There will be a military exercise at Freeman Field involving quite a

number of helicopters on June 22nd and 23rd. Preliminary setup activity will begin on Saturday, June 20th.

Glider Activity: LSC president Mike Carlson came to the June airport authority meeting. He assured everyone that in consideration of being down to one runway for several months, the glider group will be sure to stand aside and let powered planes take off or land as necessary. He noted that the aerial applicator, Bob Sneberger, is running a business in which time really is money, and they will certainly stay out of Bob's way. Mike reminded those present that all the gliders, and the tow plane, have radios, so it is easy to keep track of position and intentions. (Ed. note: I fly powered airplanes with the gliders a lot. They are very good at communicating what they are doing. I see no problems with sharing runway 14-32 with the gliders during the construction period, or any other time.)

Additional T-hangars: There has been some talk of building more T-hangars at Seymour. Even with the conversion of the Blue Hangar to individual spot rental, there will still likely be a hangar waiting list when all is said and done. Authority President Brian Thompson said there would not be any more work on T-hangars until August.

How Many Experimental Airplanes are There?

In the June issue of AOPA Pilot magazine, Dave Hirschman has a very enlightening article about experimental airplanes. The thrust of the article is to help you decide if you want to own an experimental aircraft (built by someone else), and if you do, how you should go about evaluating one for purchase.

But the thing that struck your editor was in the introductory paragraph. Dave says that of the roughly 100,000 piston-powered single-engine airplanes currently on the US aircraft registry (airplanes like most of our members and readers fly), 25% of them are experimental!! Furthermore, builders of experimental aircraft are adding about 1000 new home-builts to the registry every year. That number approaches the total number of FAA-certified piston singles delivered from factories annually.

Before reading this article, if you asked me to estimate the number of experimental airplanes in our single engine piston fleet, I would have guessed maybe 5 or 10 percent. I, for one, had no idea that experimentals make up 25% of the airplanes we regularly fly. Read Dave Hirschman's entire article to learn the benefits, and potential problems, of owning an experimental aircraft. Within the FFFA, you can talk to Helmut Weislein about buying an "experimental" that you didn't build yourself.



Helmut's Zlin Savage Cub - Experimental

FFFA Meeting News

At the June meeting on 6/11 Larry Bothe did a safety meeting presentation about flying *without* ADS-B out. He talked about the airspaces where ADS-B out is required, and the subtle additions that have crept in, beyond the general rule that you need ADS-B Out wherever you previously needed a Mode-C transponder. FFFA member Zach Grant was in attendance, and he provided a lot of insight into the ADS-B situation. The ADS-B presentation qualified for Wings credit.

Even though we do not usually have an FFFA meeting in July, we decided to have one this year, since Oshkosh was cancelled. We will have it on what would be our usual meeting evening, the 2nd Thursday of the month, which in July will be the 9th. The program will be a presentation by Larry Bothe on things to avoid (making mistakes) on your way to learning to fly. Why this topic? Larry has been asked to do a webinar about learning to fly for EAA for their Virtual Aviation Week, being held during what would have been the week of AirVenture. Larry will greatly appreciate the opportunity to do the presentation for a live audience, and get feedback, before he has to do it as a webinar for potentially thousands of people. Please plan to attend, and help save Larry from nationwide embarrassment :=). Wings credit will be eligible for this presentation.

Glider Topics -

By Bob Walker (UPS Bob, not Dr. Bob)
UPS Bob is on an extended soaring trip out west. He is flying in the area of extensive ridge lift and mountain waves. We don't get those sorts of soaring conditions here in the flatlands. Bob will be back in July to tell us about his experience. He is out there working on his Diamond soaring badge.



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 FFA on occasion supports the museum with gifts of money for worthy projects.

FMI www.freemanarmyairfieldmuseum.org.

Museum Reopens June 20th

After being closed for about 3 months, the museum is really glad to be reopening this Saturday. The Shields High School Reunion scheduled to visit the museum on that day has been postponed, but we hope regular visitors will stop by.

Those who make it will be treated so several new displays, and some changes in room usage. During the closed period we moved the AT-10 aircraft display to what used to be the staff room. Getting the AT-10 items out of the back of the media room nearly doubled the seating capacity for programs and meetings. The staff area has been moved to the south end of the library room, where we already had our office and computer.

Other new displays include a summer dress uniform on a new African-American mannequin, and an enlisted man's Eisenhower jacket uniform on another mannequin. The certificates of accomplishment for Al Seibert have been professionally framed. The cadet head-and-shoulders pictures, and the large AT-10 airplane banner, signed by Freeman Field cadets at a past reunion, have been moved from the library to what is now the AT-10 room. Room utilization is greatly improved.

Member Accomplishments

Barty Moffett and **Tony Nehrt** completed their flight reviews the first week of June.

Larry Bothe, Frank LaGreca and **Tom Hallow** are finally getting the long-awaited disk brakes installed on their Champ. The work, including new, larger, tires, will be completed next week. Then comes the field approval from the FAA.



Shiny new wheel and brake assembly on Larry's dirty landing gear. Photo by Dakota Garlick.

Bob (UPS) Walker earned his Diamond 300KM cross-country soaring goal on 6/16/20. He is on an extended soaring vacation out west.

FFFA Member Activities

Helmut Weislein likes to put together little fly-out activities. In February we reported on a lunch fly-out to Huntingburg. This month found us at another German restaurant, this time at French Lick.



Left to right: Frank LaGreca, Larry Bothe, Pete Sulliman, and Helmut Weislein, at the German restaurant in French lick, 6/18/2020.

Here's a picture of 5 FFFA members, at the soaring club hangar, enjoying a beverage after accomplishing a tough day of aviating, Monday, June 1, 2020.



FFFA members, after a hard day of flying. Left to right: Frank LaGreca, Helmut Weislein, Larry Bothe, Bob (UPS) Walker, and Mike Carlson. That's the LSC tow plane, a Bellanca Scout, in the background.

Say Goodbye to 20H

You may remember that nearly a year ago, Tom Hallow's old Piper Warrior was declared to be a total loss by the insurance company, due to hail damage. It has been tied down near Cherry Hill since that time. A Florida company bought it in an online auction, and is shipping it to Brazil for restoration, and to become a flight training plane. Here it is, wings and horizontal tail off, on dollies, waiting to go into an overseas shipping container. Tom was kind enough to let the FFFA, and later, the museum, use the plane to give charity rides, for many, many years.



Tom Hallow's old Warrior, ready to ship to Brazil. Another airplane ride plane lost from the fleet. We're very sorry to see it go.

Nowhere to Go but Up

By Adam Springmeyer, 6/18/2020

Last month I had the unfortunate news of reporting some disheartening numbers. This month the airline industry saw its highest growth in passengers thus far!

From the TSA (Transportation Security Administration) website, as of 14-June-2020, the airline industry flew almost 3.2 million passengers nationwide. This increase was a gain of over 620,000 passengers in one week. This puts the overall utilization around 20.6% of where last year's numbers were.

The overall numbers are progressing, but there are limitations imposed by almost every airline. A prime example is the Non-Revenue Travel options to Airline Employees and their families. Each flight has been limited to 70-75% of the total capacity. This makes an ERJ-175 (76 seats) limited at 53 passengers. If an employee were to try to get on a flight, and the flight already has 53 revenue passengers, then the employee will not be permitted on that flight.

Another limitation is the required wearing of face coverings while in the airport, and on the aircraft. I am now required to read a statement when I operate United Express flights explaining this procedure. Some airlines are going to have passengers removed from their flights should they not comply with wearing of a face covering. This rule does not apply to those with a medical condition, while (s)he is eating or drinking, or if they are a small child.

One final bit of good news is the adding of flights to international destinations. Last Saturday and Sunday I saw 3 United Boeing 787 aircraft taxiing around Chicago O'Hare Airport. One of these flights was from Los Angeles and had only 10 seats open. This means that 95% of the seats were sold for revenue! The other 2 aircraft were traveling from Tokyo, and Frankfurt. The Tokyo flight had about 75% of seats sold, and the

Frankfort flight saw about 80% of seats sold. Great numbers on the United Airlines front. I haven't operated a flight for our American Airlines or Delta Airlines partners yet this month, so I cannot provide information on their seat numbers.

Finally, two pieces of not-so-good news to share. First, some of my friends at Air Wisconsin Airlines (a United Express feeder), have been put on notice they will be furloughing starting October 1st. One interesting part is that Air Wisconsin is looking to *add* the CRJ-700 to its fleet, even though they are talking about laying off pilots and other staff. This will be discussed more next month, if I can gain additional information.

The last piece of news I wish to share is about a good friend of mine, Captain Billy Werth. Billy is a captain here at Republic Airways. He also is an Aircraft Commander for the KC-135 out of Grissom Air Force Base, and an airshow pilot. He was flying his RV-8 out of an airport near Atlanta when he lost power. He was able to turn back toward the field, and get the engine re-started, but as he was turning final the engine failed again. The very hard landing caused the gear to collapse. He fractured a vertebra in his spine, and had an operation. Everything was a success, and he can move both his arms and legs. As I write this, Billy is in stable but serious condition. I ask the FFFA community to send your thoughts and prayers to my friend and great aviator.

I would like to thank each and every member for reading these articles, and especially those members who send requests for specific 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.

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. 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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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.

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.

Local Event Calendar at a Glance

Jul 14 (Tuesday) Hagerstown Flying Circus I61
----- Probably cancelled, since --
Jul 20-26, AirVenture 2020, Oshkosh, WI OSH
----- AirVenture 2020 cancelled
Aug 29* Coles Cnty Airshow, Mattoon, IL MTO
Sep 5, Fly-in/Cruise-in, 7-2, Marion, IN MZZ
Sep 5*-7, Labor Day Fly-In, Red Stewart Field, 40I
(Airshow Saturday only)
Sep 10-12, Midwest LSA Expo, Mt. Vernon, IL MVN
Sep 11-13, KY Sprt Avn Wknd, Rough River, 2I3
Sep19*, North Vernon Arpt Awrnss Day, OVO
Sep 26*, Madison Air Show, 1PM, IMS
Oct 3*-4*, Bowman Field, Louisville, KY LOU
(Admission fee for this event)

Jul 26-Aug 1, AirVenture 2021, Oshkosh, WI OSH

*An asterisk means Cliff Robinson will be performing an air show at that event. If you want to see world-class aerobatics with no admission charge, attend one or more of these events.

Larry Bothe, Certified Flight Instructor

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