



# **Freeman Flash**

**NEWSLETTER of the FREEMAN FIELD  
FLYING ASSOCIATION**

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

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## **Runway 5-23 Construction On Schedule – No Big Issues**

At the airport authority meeting on Monday, 7/20, Airport Manager Don Furlow reported that the moving and extension of runway 5-23 is proceeding as planned. No big problems have come up. There has been some complaints about the dust in the air being caused by the construction. The contractor (Dave O'Mara) is trying to keep the dust to a minimum, but some dust is inevitable.

Runway 5-23 remains closed, and will stay that way until the project is completed, hopefully by the end of September. At some point the threshold of runway 32 will have to be displaced about 1500 feet, in order to allow for the construction of the crossover for the parallel taxiway going out to the new threshold of runway 5. The displacement will be in effect for 2 or 3 weeks, and will likely take place in September. The usable length of 14-32 will be reduced to about 4000-feet during that time. The center taxiway is also being reconstructed as part of this project.

### **Other Airport News**

The blue hangar is still undergoing repairs, prior to the authority leasing individual storage spots. Repairs include a thorough cleaning, installation of new LED lights, fixing the insulation in numerous spots, taking steps to keep birds out, and lubricating the

big doors to make them easier to operate. The repairs are nearing completion. Diane will soon be calling people on the hangar waiting list to ask if they are still interested in renting hangar space. Presently, the waiting list has 15 people on it, about evenly split between gliders and power planes.

Someone at the authority meeting asked about the possibility of building additional T-hangars. Authority President Brian Thompson replied that additional T-hangars are in the long-range plan, but with all that is going on at the airport right now, and the effect of coronavirus, the priority is low. Don Furlow commented that construction costs have risen considerably over the years. Today, a 10-bay wooden T-hanger structure, without interior walls, like the ones we have now, would cost something like \$200k. In metal it would be on the order of \$300k.

### **FFFA Meeting News**

The July FFFA meeting was a presentation by Larry Bothe on the Do's & Don'ts of Learning to Fly. Larry was asked to do a webinar on this topic by EAA for their Spirit of Aviation Week, being held online the same week as Oshkosh would have been. See <https://www.eaatogether.org/calendar> for activities

and webinars. There are hundreds of them. Larry's presentation is Thursday at 2:30 EDT.

August FFFA meeting (8/13) program TBA.

## **Glider Topics – Runway 14/32 Coordination**

By Bob Walker (UPS Bob, not Dr. Bob)

LSC has implemented procedures intended to reduce runway conflict between gliders and power aircraft while maintaining a safe operation. This is especially important as Seymour will be down to one runway for the next few months.

### STAGING A GLIDER FOR TAKEOFF

Prior to staging a glider on Runway 14/32, the glider pilot will carefully monitor the CTAF for aircraft operating at Seymour. If an aircraft is in the area and intends to land, the glider pilot will delay staging the glider on the runway. Power pilots can help with this coordination by making an announcement 10 miles out from landing. (See AIM 4-1-3.) Although not mentioned in the AIM, a call 5 miles out is a good alert for the glider ground crew that a landing is imminent.

Immediately prior to staging a glider on the runway, an LSC member will make an announcement on CTAF, thereby alerting other aircraft that a glider will be occupying the runway. Once a glider is staged on the runway, it'll take about three minutes to hook up the tow rope, move the tow plane into position and begin the takeoff. The tow pilot will always make a takeoff call on CTAF.

### GLIDERS LANDING ON 14/32

Glider pilots will report downwind, base and final. The glider pilot will also make a final radio announcement that the glider is clear of the runway.

Most gliders can be moved singlehandedly by the pilot. If a glider pilot is aware that an aircraft is inbound, the glider is quickly pushed clear of the runway (usually onto a closed taxiway or the grass area).

### COMMUNICATION IS THE KEY

All LSC gliders and the tow plane have a radio. Don't hesitate to contact "Seymour Glider Operations" and ask about the status of gliders in the area. The tow pilot and glider pilots are eager to provide information. Providing timely communication is the key to effectively and safely utilizing Runway 14/32 at Seymour. If you have questions or suggestions, please contact one of the glider instructors listed on the LSC website, [soarky.org](http://soarky.org).

## **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 reopened on June 20<sup>th</sup>, but the number of visitors has been only about half what it was last year. There have been no large groups for tours.

Joe Clegg finished his lengthy project to clean up a Typhoon (WWII British fighter) landing gear leg (strut). He is now negotiating with a Typhoon restoration group in Victoria, BC, to see what they will trade us for the gear leg.

We have established a larger gift shop area in the annex building. Many guests end their visit at the annex, and then miss the opportunity to buy gift items on their way out. The museum was losing revenue by not having all our gift items available, and properly displayed, in both buildings. That is now corrected.

## **Member Accomplishments**

The FFFA welcomes new members **Tim Sparks** and **Corey McNew**. Corey is not a pilot, but he has been interested in aviation all his life. Tim is a retired Naval aviator with nearly 1000 carrier landings. He has a Cessna

Cardinal. .... **Mike Rogers** has rejoined the FFFA after a 2-year hiatus. .... Cherry Hill mechanic **Kevin Murphy** soloed on July 9<sup>th</sup>. Congratulations, Kevin.

## FFFA Member Activities

Helmut Weislein and Larry Bothe flew their airplanes up to Sky King Airport (near Terre Haute) for the 7<sup>th</sup> Annual Aeronca Fly-In. It's a low-key event sponsored by the Vintage Aircraft Assn. chapter located at Sky King. This was the first fly-in event in our area that was not cancelled because of C-19. We saw old friends, ate some good food, and had a very good flying day. The weather was magnificent!



Helmut's Zlin Savage Cub on approach, 3I3. Helmut can't win. His transponder failed on the way to Sky King.



Larry's Champ in the landing flare at Sky King. First outing with new wheels, bigger tires and disk brakes. Note the blue hubcaps!

## Staying the Course

By Adam Springmeyer, 6/18/2020

Hello FFFA members. I hope each of you and your families had a fun, safe, and enjoyable 4<sup>th</sup> of July weekend. I have been busy flying, especially over the holiday weekend. I didn't get to see any fireworks from the air though. The good news is the overall number of passengers are on the upstroke. Over the 4<sup>th</sup> weekend we had usage of 30% total capacity from what was observed last year.

And here's some good news about air show performer Billy Werth! He is making progress each day, and has even seen a few visitors. Most of his communication has been through Zoom calls and Facetime. One of Billy's surgeries was postponed due to an infection that initially wasn't responding to antibiotics. According to his wife, he will be moved to a rehabilitation center in/near the city of Atlanta once the doctors give the okay. There was a GoFundMe page set up for Billy's medical expenses. The goal was met and exceeded in a few days. Mrs. Werth is extremely grateful for all the prayers and donations. Due to the pandemic, the rehabilitation center in Atlanta would not allow Billy to be a patient there unless Mrs. Werth was able to pay the entire out-of-pocket expense of \$10,000 in advance. She was extremely worried, but now can breathe easier. More updates to follow.

Now onto some more worrisome news. Many airlines, including United, Delta, Express Jet, Air Wisconsin, PSA, Envoy, and Republic have issued WARN (Worker Adjustment and Retraining Notification) letters to their employees. These letters are not official furlough notices, but rather a notice of intent to furlough. In addition to these letters, PSA has announced the closing of their pilot and maintenance bases of Knoxville, TN (TYS), and Norfolk, VA (ORF). Air Wisconsin has retrained some of their Captains as First Officers. PSA has announced that a portion of their Captains will be downgraded to First Officers.

The words *furlough* and *laid off* are sometimes used interchangeably; however, they are 2 different terms. If a pilot is *furloughed* their position with the company is still available, but they are not needed right now. If a pilot is *laid off*, their position is cut and no longer needed. A pilot on furlough is subject to recall once the need has increased. A furloughed pilot also continues to earn seniority and longevity, for a certain period of time. Also, health insurance and travel benefits are available to him/her for a few months after the furlough becomes effective.

Both United and Delta Airlines have offered an "early retirement" package to their pilots. Both airlines are offering 50 hours of flight pay per month at the pilot's current wage rate until they reach the age of 65, or for 3 years, whichever comes first. Each airline has also offered a different combination of both health insurance and travel benefits to each pilot who is eligible. As of today, Delta Airlines has had 1700 pilots take the offer, which could stop the anticipated 2500 furloughs of their most junior First Officers. These numbers are not confirmed yet. United Airlines has not published any numbers of those pilots taking early retirement.

Several airlines have gone to Congress and asked for an extension of the CARES Act funding. It is unclear if the airline portion of this act will be extended or not.

The last piece of news is from Mesa Airlines. Mesa has signed a deal with DHL to operate their 737s out of Cincinnati Airport (CVG). The pilots will be granted 65-68 hours per month, and will be home based. The benefit is that the pilot doesn't have to commute to a specific base, but rather can still live at home, and fly out of the nearest airport with commercial service. The initial starting pay for a First Officer on the 737 with Mesa will be \$50.00 per hour. (Ed. note: As odd as it may seem, the relatively high-paying job of being an airline pilot is nevertheless an hourly job. Airline pilots are not salary-paid.)

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](mailto:adam.springmeyer@gmail.com). Fly Safe, and Blue Skies.

Adam

## Hoosier Scale-Model Fly-In at Seymour Aug 7-9

The Southern Indiana Flying Eagles radio-control flying club will host a scale-model fly-in at Seymour on Friday-Saturday-Sunday, August 7-8-9. Awards to be presented. Admission is free. Donations accepted. 50/50 drawings. Free camping permitted. No RV hook-ups. Food & drink concessions all 3 days. .... FMI: Dale Arvin, [darwin8094@aol.com](mailto:darwin8094@aol.com), 812-987-2224.

### 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

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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](mailto:adam.springmeyer@gmail.com) and receive a personal reply directly in your e-mail.

### 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.

### Local Event Calendar at a Glance

First, Hagerstown, AirVenture, Coles County, Marion, Reno Air Races and North Vernon have all been cancelled.

Aug 7-9, Hoosier scale-model fly-in, SER  
Sep 5\*-7, Labor Day Fly-In, Red Stewart Field, 401 (Airshow Saturday only) Still on as of 6/20/2020  
Sep 10-12, Midwst LSA Expo, Mt. Vernon, IL MVN  
Sep 12-13 Putnam County Avn Days GPC  
Sep 11-13, KY Sprt Avn Wknd, Rough River, 2I3  
Sep 19, North Vernon Arpt Awrns Day, OVO  
----- OVO AAD cancelled  
Sep 26\*, Madison Air Show, 1PM, IMS Still on as of 6/20/2020  
Oct 3-4, Bowman Field, Louisville, KY LOU (Admission fee for this event) The event is still on, but no air show.

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.

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### **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.

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