



# Freeman Flash

NEWSLETTER of the FREEMAN FIELD  
FLYING ASSOCIATION

Volume XX, Number 7, **August 2018**

Larry Bothe, Editor

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

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## **Food on the Field!** ***Dine & Dash* Open for Business**

Roland Morris has opened a restaurant operation in the old Airport Café building, which in its most recent prior iteration was known as D's Diner. The new D&D is open from 5:00 AM to 3:00 PM, Tuesday through Friday, 6:00 to 2:00 on Saturdays (breakfast buffet on Saturdays), closed Sunday & Monday. Food is standard diner fare. Phone 812-271-1768 to order take-out. For more information check them out on Facebook at *Dine n Dash*.

### **Other Airport News**

**Taxiway A** reopened on July 3<sup>rd</sup> after being closed for about 2 months for reconstruction. There will be some additional grass seeding when the weather cools, but the work is essentially completed. The next big project will be to rehab taxiway C (the center taxiway, hopefully in 2020. Doing C will "close the loop" of pavement (runway 5-23 and taxiways) with certified bearing strength pavement for larger/heavier aircraft.

**Fixing 1<sup>st</sup> Ave. East:** That's the short street with all the potholes and broken-down edges that runs between Lannett and Ruler Foods. It has heavy truck traffic, and hauling all the materials for the Taxiway A reconstruction made it worse. There is enough money left in the Taxiway A contract to fix the road, so it will be done, probably in the next few weeks.

**Airport Rules:** There are some ancient airport rules that most Seymour pilots today don't even know exist. With the advent of the glider operation and their desire to fly off the grass next to runway 14/32, it has become obvious that the rules need to be rewritten and modernized for the way the airport operates in 2018. Revised rules will be drafted during the coming month and presented at the September airport authority meeting.

**Runway 5/23 displacement:** There has been a lot of talk about the proposal to move runway 5/23 about 1000-feet to the southwest. The reason for the move is to make room for the truck bypass road leading from the extension of Burkhart Boulevard south, and then turning west to join the Freeman Field industrial park. This would provide a direct road link between Seymour's two industrial areas without trucks having to run through town on Tipton St. (US 50). The link will foster economic development (manufacturing) in Seymour but will not pull retail customers away from the stores along Tipton St. in the downtown area. In fact, it will make it easier and more pleasant to shop downtown.

The first question is, why is the displacement necessary? The route of the new road would

not take it all that close to the end of the runway. There are plenty of runways with major roads running quite close to the end. As explained to your editor, in 2014 the FAA passed new rules about roadway setback. All new construction has to conform to these guidelines.

OK then, why not just choose a different route for the new road, further away from the existing runway? That was studied as well. A different route would require moving three businesses, and that would cost about as much as the runway displacement. There is a benefit to displacing the runway in that it would eliminate the present sharp-angled intersection of the ends our two runways and the center taxiway. That design would not be allowed today for new construction, and the FAA is pretty strongly urging us to fix it. They believe it to be a safety hazard.

A lot of money was just spent to reconstruct the northeast end of Taxiway Alpha. Won't about half of that be going to waste? Well, no, not really. The last 1000 feet of the new taxiway at the northeast end could be used for access to new private hangars. And the 1000 feet of runway that will be displaced won't be dug out and hauled away. It can be blast area for jet takeoffs, and probably overrun for landings on runway 5. Perhaps some of it can be used for takeoff on runway 23. The point is that displacing runway 23 the 1000-feet to the southwest is not as wasteful as it sounds. And it would have the benefit of solving the runway intersection safety issue.

Who will pay for extending runway 5/23 the 1000 feet to the southwest? Well, not the FAA. It's not their idea. Just a few years ago they paid 90% of the cost of reconstructing that runway. The money for the 1000' extension, over \$1mm, will have to come from some other source. The redevelopment commission has some funds, and there are federal highway grants available for such projects. The funding of infrastructure improvements is complicated, but the local entity (City of Seymour) usually ends up

paying only a small percentage of the overall cost.

A concern is that the powers that be will round up the funding to build the new road, and they will do that. But then when it comes time to displace the runway there won't be enough money for the 1000-foot runway extension. Then the FAA would come in and tell is to displace the threshold of runway 23, but with no extension the usable length would be reduced from 5500 feet to 4500 feet. That's probably not what most aviation users have in mind.

**Airport Intern:** Seymour High School initiated a program for seniors where they can leave school one hour early each day and go and "shadow" people working in the student's career field of interest. The school had one student who expressed an interest in becoming a professional pilot. His name is **Hunter Johns**. The school contacted airport manager Don Furlow to provide the shadowing experience. Don has made arrangements with Larry Bothe and Lance Bartels to assist in mentoring Hunter. The program runs through the fall term.

### **August FFA Meeting**

Larry Bothe, Karen James and Seth Wanning shared some Oshkosh stories, and heard about Seth's recent flight out to South Dakota and back. Seth is getting used to being a (part) aircraft owner, and being able to fly when and where he wants to go.

**September Meeting:** The program for September (meeting on Thursday, Sept. 13<sup>th</sup>, at the museum *annex*) is the long-awaited demo of the museum's new flight simulator. It's up and running now, and it's pretty neat!! Come to the meeting and give it a try.

### **Member Accomplishments**

**Larry Bothe, Frank LaGreca and Tom Hallow** got their **1961 Champion 7EC** flying again the week after Oshkosh. It had been down since last December. The

overhauled engine seems to be breaking in just fine. It's good to be flying again.

**Lance Bartels** got the **Super Cub** he has been fixing up for 2 years flying right before Oshkosh. Does Oshkosh have a positive influence on getting long-term projects back in the air?

**Judd Foster** has completed all his requirements for the **Private Pilot Certificate**. He is in the review stage right now and hopes to take his checkride next week.

**Seth Wonning** made his first really long cross-country flight (out to South Dakota and back) since getting his PPL and becoming an aircraft (part) owner.

### FFFA Treasurer's Report

For the period: June & July, 2018		
Opening bal, all funds		7,622.23
Opening bal, chkg acct		1,498.84
<b>Income</b>		
Dues		
O'Mara pd us back	160.26	
Other		
<b>Total Income</b>		<b>160.26</b>
<b>Expenses</b>		
Electric bill	22.62	
Sewer bill	18.28	
Water bill	46.37	
Other		
Weekly toilet service*	160.26	
Weekly toilet service*	87.86	
<b>Total Expenses</b>		<b>335.39</b>
Transfer from MMF		
Transfer to MMF		
<b>Closing bal, chkg acct</b>		<b>1,323.71</b>
<b>Mny Mrkt Fnd, opng bal</b>		<b>6,123.39</b>
Transfer out to checking		
Transfer in from chckng		
Interest earned (3 mo.)	25.45	
<b>Closing bal, MMF</b>		<b>6,148.84</b>
<b>Net change, all accounts</b>		<b>-149.68</b>
<b>Grand total, all funds</b>		<b>7,472.55</b>

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

Over the summer the museum has been working on three projects. Below is a report on each of them.

**Flight Simulator:** This project started late last year and is now essentially completed. It is ready for museum guests to try their hand at flying. Right now the airplane available to "fly" is a Beech model A-36 Bonanza. In the future we hope to add the WW-II multi-engine trainer, the Beech AT-10. That's the plane we had here (250 of them!) during the war. There is an open-source software group working on the AT-10 programming.

**Renovating the "office" in the annex:** When we did the epoxy floor in the annex in May it became apparent that the office area was in bad need of major work. The walls have been repaired and painted. Next is installing trim in all the joints and corners, and baseboards at the floor, followed by final painting. When the office is finished it will be home to the flight simulator, along with office artifacts from WW-II.

**New, larger explanatory exhibit signs, in color:** When an Indiana Historical Society representative visited us last year she commented that we needed larger signs to draw visitors' attention to our exhibits. Larger color signs that tell a story would be a big improvement. A couple of months ago Larry Bothe's printer at home died. He took the opportunity to purchase a wide-format printer that prints up to size 11 x 17. That's double the size of most of the signs we previously had. Visitors today see larger red, white and blue signs that tell a better story.

## Drone Presentation

EAA Chapter 729 from Columbus arranged for a presentation about drones on 8/15 at the home of VP Dave Lynch's son, near Flat Rock, IN. A few of us from Seymour were invited. Dave gave an informative initial presentation, then he and his son, who both have very nice DJI drones, flew some demonstrations for us. After some pizza they let attendees try their hand at flying. Unfortunately, the rain returned before everyone had a chance to fly.

The picture below is of the assembled group before the rain started. That's Dave, in the yellow shirt (front, center), controlling the drone from which the picture was taken. Your editor is in the back, highest, light teal shirt, and Frank LaGreca (tan shirt) with his grandson is front-right



## Interesting Aviation Links

**LA Speed Check;** an SR-71 Blackbird story. Funny (but true!) 5-minute video. From Dirke Vallo, 6/27/2018.

<https://www.youtube.com/watch?reload=9&v=Lg73GKm7GgI>

## Say Again? Oh, Roger!

By Adam Springmeyer

Hello FFFA Members, and welcome to August. My first thought is; where has the year gone? For those that have done traveling this summer, I hope your travels were safe and enjoyable. This month's article is coming from Chicago Midway Airport (MDW), and your author trying to find his way home back

to Pittsburgh (PIT.) As an airline pilot, I have cockpit jump seat agreements with almost every Part 121 and Part 135 Air Carrier. This allows a pilot basically live anywhere and still get to work or home during their days off. It is not always the most glamorous way to travel (especially with family) as it is all standby, but it still works.

This month I wanted to hit on the topic of ATC communications. When I first started talking to ATC I was nervous and had to write down exactly what I was going to say, and when I was going to say it. I even created little 'cheat' cards with fill-in-the-blank tail numbers to get through the communication process. Over time, these cards were discarded, and talking with ATC became second nature.

The way pilots communicate with ATC is just as important as how ATC communicates with pilots. As a pilot we want to be short, clear, and understandable. Checking in with a busy approach controller should be similar to: *New York Approach, Cessna 12345, level 5000, information alpha.*

If the controller is busy we are to continue with our last assignment of heading and altitude and wait for the controller to respond. If we are wanting something different, we can say the following upon checking in: *New York Approach, Cessna 12345, level 5000, request.*

If at all possible please do not say or do the following for an initial check in: *New York Approach, this is Cessna 12345 with you. We are level at 5000. We have information Alpha at Teterboro. Requesting a practice ILS approach to runway 19.*

Ed note: While I agree that the above transmission has way too many words, it is sometimes preferable to tell the controller what you want as part of the initial call. If you are calling a tower for landing instructions it is preferable to say something like *Columbus Tower, Champ 1234X, 10 south, two*

thousand five hundred feet, landing Columbus.

Recently, there has been a series of NASA reports from both Pilots and Controllers on using the word 'Roger.' Using the word 'Roger' indicates an understanding of what we as pilots and controllers are to expect, or acknowledge a check in. The use of this word is **NOT** to accept/comply with an instruction or clearance! The word 'WILCO' (Will Comply) is used to accept/comply with an instruction. *Please Note: When being issued a hold short instruction, the use of 'Roger' or 'Wilco' is not accepted. A pilot must read back the hold short instruction.* Ed note: And WILCO will not do to acknowledge a vector, altitude change or a clearance. You must read those instructions back to the controller, followed by your tail number. See below.

It is also important that we acknowledge anything ATC says with our call sign/tail number, so the controller knows the message was received by the correct aircraft. Per the AIM 4-2-3c: *"Acknowledge with your aircraft identification, either at the beginning or at the end of your transmission, and one of the words "Wilco", "Roger", "Affirmative", "Negative", or other appropriate remarks."*

Here is an instance of the word 'Roger' was misused and an incident resulted. This incident could have resulted in a serious loss of life. *"The active runway at the time of the incident was 34L. An airport vehicle was working on RWY 34R. The driver said, "When able, I'd like to cross RWY 34L to work on the east side of RWY 34L on RWY 34R." I replied by saying, "Roger." The driver responded, "Roger, crossing RWY 34L." At this point, SWA1234 was on its takeoff roll on RWY 34L. I instructed the vehicle to hold positions and when the driver did not immediately respond, I yelled, "Stop" several times. The vehicle stopped and the local controller instructed SWA1234 to abort its takeoff."*

Thanks for reading! I look forward to talking with you in September. If you have any

questions, or topics that you would like to have presented, please feel free to email me at [adam.springmeyer@gmail.com](mailto: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](http://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 4<sup>th</sup> of July.

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

### **FFFA Officers - Contacts**

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**Secretary**, open

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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.

## Local Event Calendar at a Glance

Sep 1, Red Stewart fly-in & air show\*  
Sep 6-8, Midwest LSA Expo, Mt. Vernon, IL  
Sep 7-9, KY Sport Avn wknd, Rough River, KY  
Sep 8, Pancake breakfast, Sky King (313)  
Sep 8-9, Greencastle Aviation Days  
Sep 22, North Vernon Airport Awareness Day\*  
Sep 29, Madison Air Show (IMS)\*  
Oct 5-6, AOPA fly-in, Carbondale, IL  
Oct 6-7, Red Bull Air Race, Indianapolis  
Oct 6-7, Bowman Field, air show\*  
Oct 13, Cherry Hill Aviation Day fly-in

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

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**Freeman Field Flying Association** meets the 2<sup>nd</sup> Thursday of each month at 7:00 PM, FFFA Bldg. or at the museum. No meeting in July. Christmas dinner in December.

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

**Museum Board** meets the 3<sup>rd</sup> 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](mailto:LBothe@comcast.net) to place an ad.

### **Bose A-20 headset for sale, \$650**

Used very little; excellent condition

Contact Stephane Prince at

[stephane.prince@valeo.com](mailto:stephane.prince@valeo.com)

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