



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

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Website: www.freemanfield.org

Construction Everywhere!

It doesn't matter what your mode of transportation is these days. Whether you are driving or flying, you will be delayed one way or another. The reconstruction of Airport Road is taking about a month longer than expected, due to some high water table issues. It was completely closed so a couple days last week, but thankfully has reopened one-way northbound again. It looks like Airport Road will now be completed sometime around the end of September. Coming from the south, you can't get off I-65 at Rt. 50 headed west. You have to get off east, and then turn around. Rt. 31 is no help; it's under construction too. The Rt. 11 exit off I-65 is completely closed to change the interchange design to a safer and more efficient "dog-bone" configuration. It's difficult to even get to and from the airport. Our governor would like us to stay home because of coronavirus. The road situation certainly supports the governor's wishes! Airport Administrative Assistant Diane Schepman says she thinks the state flower should be changed to the Orange Barrel. Your editor thinks the state motto should be "You can't get there from here".

Which brings us to the runway construction. At the August airport authority meeting, on 8/17, it was reported that the runway and taxiway work remain on schedule, with no major problems. **Phase 1**, which we are in now, with runway 5-23 closed, and 14-32 fully open, should be completed by Sept.

15th. Then we enter the approximately 2-week period of **Phase 2**, during which time 5-23 will remain closed. The threshold of runway 32 will be displaced 1500 feet, with 4000 feet of 14-32 remaining usable. That will allow for the connection of the new 1500-foot southwest portion of runway 5-23 to the remaining 4500-foot northeast portion. Upon completion of the connection, 5-23 will reopen with the full length of 6000 feet. At that point, around October 1st, we enter the **3rd and final phase** of construction. For about 2 weeks runway 14-32 will be closed to allow for construction of the taxiway crossing of 14-32 for the new parallel taxiway leading to the new threshold of runway 5. After the taxiway crossing is completed, runway 14-32 will reopen full length, and the whole project will be completed. Barring a run of bad weather, we should be all finished by the middle of October.

Other Airport News

Repairs to the **Blue Hangar** are essentially completed. Diane will start calling people on the hangar waiting list after the after authority sets the rental rate for the spaces.

Over on the northwest side, just to the southeast of the Green Hangar, you may have noticed the beginnings of a foundation being put in for a new hangar. That is a personal hangar for **Tim Lynch**.

FFFA Meeting News

Our August meeting, on 8/13, was a trip to Tim O'Connor's workshop (adjacent to his home) in Brownstown. We went there to see the progress he is making on the two flying replica P-26 Peashooters he is building. We also got to see the non-flying replica WWII German Me-163 rocket plane Tim is building for the museum. Here are some pictures.



Karen James & Larry Bothe, in front of the two P-26 fuselages. Photo by Perry McCollum



Me-163 rocket plane replica, upside down. People are, L to R, Tim O'Connor, Helmut Weislein, Perry McCollum, and Perry's wife, Ann.

We don't yet know what the program will be for our September (9/10) meeting. TBA.

Glider Topics – Transitioning from Airplanes to Gliders

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

Many LSC members are airplane pilots who transitioned to gliders. This article covers the FAR requirements for private and commercial airplane pilots to transition to gliders. As you'll see, the requirements are straightforward. Thankfully, for transitioning power pilots, no knowledge (written) test is required at either the private or commercial level. For additional details, refer to the FARs.

PRIVATE PILOT AIRPLANE – ADD A GLIDER RATING (FAR 61.109 (f))

If the applicant has logged at least 40 hours in heavier-than-air aircraft, then he or she must have at least 3 hours of flight time in a glider, which must include at least:

1. 10 solo flights in a glider on the areas of operation listed in FAR 61.107(b)(6). This includes areas such as preflight, airport operations, launch, landing, soaring techniques, slow flight, stalls, etc.
2. 3 training flights with a glider instructor in preparation for the practical test.
3. Pass the practical test (checkride).

COMMERCIAL PILOT AIRPLANE – ADD A GLIDER RATING (FAR 61.129 (f))

If the applicant has logged at least 200 hours in heavier-than-air aircraft, the requirements are a minimum of 20 glider flights as pilot in command, which must include at least:

1. 3 hours of flight training in a glider or 10 flights with an instructor.
2. 5 solo flights in a glider on the areas of operation listed in FAR 61.127(b)(6). This includes areas such as preflight, airport operations, launch, landing, soaring techniques, slow flight, stalls, etc.
3. 3 training flights with a glider instructor in preparation for the practical test.
4. Pass the practical test (checkride)

For proficient airplane pilots, the transition to gliders takes little time. In general, gliders are easy to fly. However, the aerotow and

lack of an engine require additional consideration. Go arounds aren't an option. If you're interested in adding a glider rating to your license, visit the LSC website at soarky.org and contact one of the instructors.

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.

Coronavirus has screwed up the lives and plans of many people and businesses. The museum is certainly no exception. Our annual Airplane Ride Day fund-raiser in June had to be cancelled. We're open again, with masks and social distancing required, but museum visitors are way down. We haven't had a large group for months.

In spite of C-19 inconveniences, the museum has made many small improvements. A large-format display of aerial photos showing the stages of development of Freeman Field over the years has been designed, and is in the process of being built. A main landing gear leg for a British Typhoon fighter has been cleaned and partially restored. We are in negotiation with a Typhoon restoration group to trade the gear leg for some BMW 801 engine parts we need for a display. The relative humidity in our annex building has been brought under control by moving one dehumidifier, and buying another. We are cleaning up the vertical stabilizer and rudder from a Focke-Wulf Fw-190 so we can join it with a tailwheel assembly we found in storage. After we get them together, we'll build a stand and have a nice display. We duplicated our gift shop area down in the annex building so visitors can have an opportunity to buy items in either building. We are not letting C-19 get in the way of progress. Better days are ahead.

Member Accomplishments

Fairly new member **Joe Litz** (recently retired airline pilot & long-time J-3 Cub owner) flew Larry Bothe's Champ on 8/19. He made a pretty good landing in it, in a substantial crosswind. Now his wife, **Penny**, who is working on her taildragger endorsement, wants to fly the Champ. We can probably arrange that.

FFFA Member Activities



Helmut Weislein protecting Larry's Champ from attack by a vicious beast during a fly-out lunch at French Lick on August 6th. Note that airplane was so scared that it turned its cowling paint aqua color, in abject fear!

Helmut saved the day.

Light at the end of the tunnel?

By Adam Springmeyer, 8/21/2020

Hello FFFA members, and welcome to August. I hope everyone has been safe with the weather that has been passing through the Midwest these past couple of weeks. I've heard of a great deal of rain in the area. Let's jump right into our article. So, my question is, "is there light at the end of this tunnel for the nation's airlines?" Well, maybe not. Apparently, a lot of layoffs and furloughs are imminent.

The final numbers are in for Republic Airways. We will be furloughing 1001 pilots. This is a combination of active line pilots and those employees that were in training. There will also be almost 400 Captains downgraded to First Officer. Due to the restructuring of the United Airlines flying, Republic will be closing their pilot bases in Kansas City (MCI), and Houston (IAH). So, what does this mean for your contributor? Thankfully, I was able to hold onto my Captain's position. However, I was displaced from my current base of Pittsburgh (PIT), and will be assigned to Philadelphia (PHL) in November.

Now, some other news from around the airline world... Spirit Airlines will have to furlough about 117 pilots. This was not the original goal, but their pilots' union made a few deals that saved a great many jobs. Air Wisconsin will be furloughing about 40% of their current work force. This airline serves United Express flying the CRJ-200 (50-seat) aircraft. It is unclear if their CRJ-700 (70 seats) will be coming online. The plan was to get this aircraft added to their type certificate, and then start training the pilot corps once these furloughs are over. However, United Airlines is not interested in adding more 70 seat aircraft due to their scope clause¹. Finally, the Pilot's Union with Delta Airlines is filing a grievance with their management over their scope clause. The pilots are stating that the agreements between Delta, Korean Air, Air France, and Virgin are hindering the jobs for Delta and are giving more flights to their other partners. Delta Airlines owns a stake in each of its partners, and created the deal with the other airlines to fly Delta passengers. Currently Delta is only flying an average of 25% of the international flights versus their above-mentioned partners.

One interesting note is the number of passengers being refused passage on aircraft

¹ Scope Clauses are issued by Mainline Line Pilot Unions (American, Delta, and United) to save their jobs. These clauses allow management to have the regional aircraft, but with certain restrictions to seat numbers on those aircraft,

for not wearing a mask while flying. This has happened on all airlines in the United States. I personally had to deal with one such passenger on Tuesday. Please, if you are going to fly (which, due to the new cleaning process, is extremely safe) please wear the mask for the health and safety of your fellow travelers.

Finally, here is an update on Billy Werth!!! He is up to eating more and more food. He is finishing up one last surgery, and will be released at the end of August to return home to Indiana. The doctors say he is making great progress. Billy's food still has to be processed and soft as his body is still making adjustments. He has said via social media that he is making plans to have steak and fried chicken when he gets home!

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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the aircraft's weight, or total of aircraft allowed. Each scope clause is confidential information to each airline and cannot be expressed openly to the public, except for saying that these clauses are present.

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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

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

Sep 5*-7, Labor Day Fly-In, Red Stewart Field, 401 (Airshow Saturday only) Still on as of 8/21/2020

Sep 10-12, Midwest 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 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.

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.

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