



# Freeman Flash

**NEWSLETTER of the FREEMAN FIELD FLYING ASSOCIATION**

Volume XVIII, Number 8, September 2016

Larry Bothe, Editor

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

---

---

## Gliders at SER? – Probably!

The Louisville Glider Club, currently at Bardstown, KY, has lost the lease on their building. Lance Bartels (Cherry Hill Aviation) has been taking glider lessons there, and he learned of the club's dilemma. One thing has led to another and the club is seriously considering relocating to Seymour. This isn't too surprising since they were based here once before back in the 60's.

The club needs a hangar as a base of operations. Lance Bartels has entered into contract to buy the Accu-Air hangar on the west ramp, with the intent of leasing the building to the glider club. Representatives of the club made a presentation at the airport authority meeting on 9/19. While no official vote was taken, authority members were OK with the idea. Several details have to be worked out but it appears to be headed in the right direction.

The glider club has one tow plane, an American Champion Scout 180-hp taildragger; and one rental/training glider, a Schweizer SGS 2-33. Other members own their own gliders, perhaps 15 aircraft in total. Since they won't all fit in the Accu-Air hangar they would occupy most of the vacant T-hangars; seven available at this writing. This of course benefits the airport authority with additional hangar rent and fuel revenue.

The gliders would fly off the north-south grass "ultralight" strip. 1600 feet is plenty for gliders; they don't need very much runway. (Note: Your editor is commercially-rated in gliders.) Glider club members flew some test operations off grass 18-36 this past Friday and tend to favor this area over using the grass beside the NE end of 5-23. There is more staging area on the NW side over by 18-36.

It would be helpful if the glider club could acquire the use of several T-hangars right next to each other. If they operate off 18-36 then it would be more convenient if those T-hangars could be in the NW T-hangar building A, (the "ultralight hangar"), adjacent to 18-36. The glider club has offered to pay the increased rent for those A-building tenants who would move to vacant spaces in B, C, or D buildings on the NE side.

### **Other Airport News**

**Cherry Hill Aviation Day:** Lance Bartels is having his annual Aviation Day fly-in on October 8<sup>th</sup>, 10:00 AM to 3:00PM, in conjunction with the Bicentennial Celebration being held at the airfield that same weekend. There will be warbirds, airplane rides, and food provided by Red Star Pizza (but not pizza).

**Bicentennial Celebration:** The 3-day event is taking place at Freeman Field the

weekend of 10/7-8-9. There is a Clayton Anderson concert Friday evening, vendors and a wine fest (green hangar) on Saturday, and an ice-cream social on Sunday. The museum will be open from 10:00 to 3:00 on Saturday; the same hours as the Aviation Day fly-in. They intend to block off A-Ave to create a street festival atmosphere, but parking could be a problem.

**Compass rose:** The compass rose ladies from KY 99's have gone silent. No response to e-mails. It looks like the on-again off-again compass rose is off.

**Geese on the field:** If you are sick of hearing the "numerous birds and geese" warning at the end of our AWOS transmission, I suggest you take heed anyway. About 2 weeks ago I looked for traffic and pulled out onto runway 05 for departure. As I brought the tail of my Champ up and could see better over the nose I saw what first appeared to be dirt on the runway pretty far down. As I got closer and was near liftoff speed I saw that a whole flock of geese was standing on the runway. For a fleeting second I thought I would just take off and fly over them, but I realized that they would be scared and take flight. I pulled the power, aborted the takeoff, and got off the runway at the next taxiway. The geese were scared and did take off. I sat on the taxiway for a couple minutes while the geese flew off the airport property to the east, then I took off and was on my way.

**D's Diner:** D's has settled on what they hope to be their operating hours for some time to come. Their Sunday brunch has been an unqualified success so they want to keep doing that. For a couple of weeks they were open all 7 days, but they couldn't work all the time with no days off. Monday has always been their slowest day since they opened nearly a year ago; they have decided to close on Monday so they can retain their sanity. D's hours are now Tue-Fri, 6:00 to 2:00, Sat 7:00 to 2:00, and Sun

8:00 to 2:00. They operate the restaurant with just 3 family members; Denise & Carl Creech, and Denise's son Joe. They do a heck of a job.

**United Granulation** (obnoxious odor): At the September airport authority meeting UG presented their construction schedule for upgrading their filtration and ventilation system. The objective is to eliminate the strong odor that emanates from the fertilizer production plant located right behind D's Diner. When the wind is the wrong way the odor is very strong and hurts the diner business. Construction is to start right about when you receive this newsletter and be completed by the end of October.

## FFFA News

At our **September meeting** we showed the movie One-Six Right (documentary about Van Nuys, CA airport), which we borrowed from Brian Thompson. (Thanks, Brian.) We did that in the conference room of the museum in order to take advantage of the museum's air-conditioning and comfy chairs. Since that showing the museum has purchased a new, wide-format pull-down movie screen. The next time we do a movie the presentation will be improved.

For the **October meeting** on **Tuesday, October 4<sup>th</sup>** we are having a **pitch-in dinner**. The association will buy fried chicken and bottled water. If you would like something to drink besides water, please bring that, along with a dish to share. We will meet at 6:00 PM at the FFFA building and eat shortly thereafter. Following the meal we'll have a short meeting to do some planning for November and December.

We're having a change of venue for our **Christmas dinner** this year. It will be at **D's Diner** here on the field on **Thursday, December 15<sup>th</sup>** at 6:00 PM. Since D's doesn't have a liquor license we'll take a page out of the Columbus EAA Chapter 729 playbook and the association will buy beer & wine. As in prior years, the cost will be \$15

per person, payable at the door. Guests are welcome and encouraged. We plan on a social hour from 6:00 to 7:00, with dinner served at 7:00. The menu will be turkey and ham, stuffing and potatoes, 2 kinds of vegetables, and 2 kinds of pie for dessert.

After dinner we'll have our official annual meeting to choose officers for next year. The current officers will probably be willing to serve for yet another year. However, if somebody else would like to step up and take over any position, from President on down, those of us who have been doing this half of forever would be more than happy to step aside.

It has been a tradition at our Christmas dinners that we finish up with a door prize raffle. In prior years your editor has come up with a couple of shopping bags full of stuff to give away, which I acquire in my travels throughout the year. For whatever reason, this year I have next to nothing. The cabinet where I store these things is largely empty, and it ought to be full by now. If we're going to have decent door prizes other people are going to have to come up with them.

## **More on AT-10 History – Where Did They All Go?**

By Larry Bothe, 9/27/2016

Last month I wrote about meeting with US Representative Sam Graves at Oshkosh. Sam (along with Indiana's Todd Rotika) is the author of the original 3<sup>rd</sup> Class medical reform bill. But my real interest in meeting with him centers around the WW-II twin-engine training airplane called an AT-10 "Wichita". Sam is an expert on those planes. We had 250 of them here at Freeman Field during WW-II, out of the some 2400 that were built for the Army Air Corps.

Right now there is only one whole AT-10 left in the world; up at the Air Force Museum in Dayton, OH. Sam has just ordered one reconstructed to flying condition at AirCorps Aviation; a restoration shop in Bemidji, MN.

See <http://www.aircorpsaviation.com/>. After they really get going on the AT-10 there will be several pages on their site dedicated to the project. The basis for this reconstruction is parts from one of the planes bought from the government by Sam's great-grandfather. Perhaps after two years and the expenditure of hundreds of thousands of dollars there will be an AT-10 back in the skies again. Sam says the last one flew in 1958, nearly 60 years ago. He promises to bring his to Seymour when he gets it flying.

If they built 2400 AT-10s, where did they all go? OK, some crashed in training, maybe 10 or 15%, but what about the rest? Well, since they had very little metal in them (aluminum was used for fighters and bombers, not trainers) they were not built to last. They had wood wings and were fabric covered. In short, AT-10s were expendable, throw-away airplanes. They didn't store them in the desert for future use or sale to foreign governments. Instead the government sold them war-surplus for \$50 each. Farmers bought them for the fuel in the wings. The wooden wings were then burnt for fire wood. Fuselages became storage sheds or chicken coops. When the fuselages finally rotted away the metal frames were thrown on the junk heap with broken plows and other dead farm equipment. And that, my friends, is why there are no AT-10s left today. (This history is as told to me by Sam Graves during our Oshkosh meeting.)

## **Airline Pilot Shortage – Not!**

Opinion, by Larry Bothe, 9/27/2016

We read in the press from time-to-time that there is a shortage of qualified airline pilots. There are reports of flights being cancelled for lack of qualified crew. I suppose that's true on the surface, but why are there insufficient pilots to fly our planes? Doesn't everybody want to be an airline pilot? Well, yes, but they also want to be paid. It costs something on the order of \$150,000 to acquire the certificates and ratings necessary to fly as First Officer for a

commuter (regional) airline, the traditional entry point to an airline career. Even after getting the certificates & ratings it is then necessary to work for peanuts (think CFI) while you build enough hours to qualify for a limited ATP certificate so you can slip into the right seat of a commuter.

It is true that nobody starts at the top. You have to pay your "dues" to get ahead in our capitalistic economic system. (In other systems you mostly just don't get ahead.) But it seems that after all of that; spending \$150,000 on your education, and then spending a year or two making less than fast-food wages, then you ought to be able to get a decent job making real money, on par with teachers or engineers or salesmen. No such luck! Up until very recently the regional airlines expected you to go to work for something like \$22,000 a year. What??!!! After all that I'm still at hamburger-flipper wages? Yup! And your classmates pursuing different career paths are making \$50k to \$75k right out of school.

There is no real shortage of pilots; just a shortage of money to pay enough to get young people to go into flying as a career. But that's all about to change. There really aren't enough pilots right now, and the laws of supply and demand have finally kicked in. With that as background, please read the article below about commuter airline PSA's new pay policies. You'll be amazed. Remember that 2 years ago starting regional airline pilots earned less than \$25,000 a year.

From NAFI eMentor newsletter, 9/21/2016

### **PSA Airlines Announces Industry-Leading Pay for New-Hire Pilots**

PSA Airlines has changed pilot pay program, including industry-leading wages for new-hire pilots, an increased sign-on bonus for new recruits and retention bonuses for first officers and captains to create a top-tier compensation structure, the American Airlines subsidiary has announced.

"PSA's new pilot compensation program is a true game-changer for our airline and we are proud to offer the highest first-year compensation in the regional industry," said Dion Flannery, president of PSA Airlines. "This package complements the unrivaled stability and growth opportunity at our carrier and with a true seniority-based flow to American Airlines, PSA is well-positioned to offer prospective pilots the highest paying and most stable career path in commercial aviation."

According to the company details of the new compensation package include a 56 percent increase to the starting pay for new-hire first officers, increasing wages from \$24.62 per hour to \$38.50 per hour. The airline will continue offering all new-hire pilots a \$15,000 sign-on bonus, with an additional \$5,000 for new-hire pilots with CRJ-type experience. PSA is also implementing a \$20,000 retention bonus for first officers hired under this new program to be paid out in installments after their one-year anniversary with the company. PSA said it is also instituting a \$7,500 retention bonus for all captains currently employed with the company.

With these changes, PSA said, first-year pay for new-hire pilots now tops the regional industry at \$58,500. Read more [here](#). Hiring information is available [here](#).

It's about time! I for one will pay a few dollars more for each airline ticket I buy in order that pilots can earn a decent wage after they "pay their dues".

## **Museum Archives**

*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, J. Hildreth) 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 makes progress each and every month; some of it exciting, some not so much. In September we created a rolling media cart out of a donated computer and related components, the digital projector on loan from the FFFA, and an old typewriter table on wheels. It works! We used it for the first time to show a movie to FFFA members earlier this month. The old square stand-

mounted movie screen left a lot to be desired so the museum subsequently went out and bought a much larger ceiling-mounted 16:9 screen, using some money from the successful airplane ride day fundraiser back in June. The next time a guest wants to do a Power Point presentation or we show a movie, we can do it in style.

We have had some trouble over the years with our antique fire truck's fuel system. We almost didn't get it home from the Red, White & Blue festival in Crothersville in July, and it culminated when Dan Kiel drove it into town to get fuel on the day of the Redeemer Car Show on 8/27. It died in the Jay-C parking lot. Dan drained the fuel lines and ultimately got it back to the museum, but we didn't make the car show. Two days before the Bicentennial Torch Relay on 9/15 Larry Bothe changed every fuel line in the truck, and added 2 see-through fuel filters in strategic locations. Now it runs great, and we will be able to see problems when they just start to happen; not wait until the truck quits.

You might remember that the museum spent 2 years, off and on, trying to get WW Grainger to give us a grant for the purpose of acquiring a powered electric floor scrubber to maintain the floor in the annex building. Grainger came through with a grant in August and we ordered the floor machine last week. At this writing we're charging the batteries and will be "test scrubbing" in a few days. Good thing; the floor is in need of attention.

### Interesting Aviation Links

**No-chute jump** (not an accident): Bored with your life? Try this! From Frank LaGreca, 9/6/16. <https://cdn.streamable.com/video/mp4-mobile/h6bd.mp4>

### Aviation Humor -- None again this month

## Treasurer's Report

For the period: August, 2016

<b>Opening bal, all funds</b>	<b>9,862.38</b>
<b>Opening bal, chkg acct</b>	<b>2,829.95</b>
<b>Income</b>	
Dues	
Other	
<b>Total Income</b>	
<b>Expenses</b>	
Electric bill	10.61
Sewer bill	9.14
Water bill	15.28
Other	
<b>Total Expenses</b>	<b>35.03</b>
Transfer from MMF	
Transfer to MMF	
<b>Closing bal, chkg acct</b>	<b>2,794.92</b>
<b>Mny Mrkt Fnd, opng bal</b>	<b>7,032.43</b>
Checks written	
X-fer in from chckng	
Interest earned	
<b>Closing bal, MMF</b>	<b>7,032.43</b>
<b>Net change, all accounts</b>	<b>-35.03</b>
<b>Grand total, all funds</b>	<b>9,827.35</b>

### Member Accomplishments

Please welcome **Bryan Gabriel**, a student at Cherry Hill Aviation, to the FFFA. He has recently completed his long cross-country and will soon have his private pilot certificate.

I visited with **Jack Hildreth** at the Lutheran Home today. Jack is in rehab there. Jack has been either in the hospital or in rehab for about 6 months. He sure wishes he could go home, but he can't walk yet due to weakness in his feet and legs. He was off them so long he has to learn to walk again. Jack's voice is very soft, but he can speak clearly. He enjoys visitors stopping by.

Remember **Marshall Grooms**? He and his wife, Diane, moved to the Phoenix, AZ area last December. Marshall is coming back for a visit in conjunction with Aviation Day. (Maybe we'll put him to work!) He's arriving (flying commercial) on Thursday, 10/6 and staying through Monday, 10/10. He will be staying with **Larry Bothe** during his visit.

Airport Manager **Don Furlow** had his left knee joint partially replaced on Friday, 9/23. Diane, who is holding down the fort, says he is experiencing some discomfort. I don't think he'll be back to work until the first week of October.

## **Ask an Instructor --**

### **Being a Professional Pilot without Being an Airline Pilot**

By Adam Springmeyer, September, 2016

In earlier articles we have gone over different VFR requirements and had a pretend IFR flight from Seymour to Owensboro, Kentucky. This month I want to change up the article, and change hats from a CFI to Professional Aviator.

I recently had the opportunity to teach at an FAA Safety Seminar in Washington, Pennsylvania. We covered topics including *Flying with your iPad*, *Why Do Accidents Happen*, *Navigating the National Airspace System*, and *ADS-B Requirements*. While this event was going on the EAA's B-17 *Aluminum Overcast* was at the airport. This is an awesome piece of history. There are only 9 B-17s left, and only 6 in flying condition (according to the B-17 crew chief).

There was a lot going on at the airport; classes being taught, children running around, World War II veterans returning to see an airplane in which they flew, and people who love aviation seeing the B-17 and other aircraft. How do we stay safe, operate our airplane, and be professional aviators in this environment? Staying safe is just one part of being a professional aviator. Here are some other things that I think being a professional aviator means.

First, being a professional aviator is not limited to those that fly in the airlines, charter operations, or for a business. Being a professional aviator means, in my opinion, flying the way you were trained, and training the way you fly. Being a professional for me is having all the

materials that I need for a flight, ready, set up, and current in my flight bag. Regardless of which airplane I am flying I have an iPad with me. The battery is at least 90%, I have a backup power supply, and the charts are always current. If I'm taking passengers I bring along additional headsets and have them plugged in and ready to go.

I remind my passengers on how to operate the door, where the fire extinguisher is located, where to meet after exiting the aircraft should we have an off airport landing, and I explain sterile cockpit. Each pilot can have a different passenger briefing, but I feel these are the basics, especially the sterile cockpit. You can establish when and where you want your sterile cockpit to start, and when it ends. The FAA suggests that during taxi, takeoff, and climb to cruise altitude you should be in a sterile environment. This means no conversation unless it directly affects the safety of flight. When we start the descent, landing, and taxing back in, we should go back into sterile mode.

Our inspections count as being a professional pilot. This means accomplish both a pre-flight and a post-flight inspection. Doing a pre-flight inspection is second nature. We always check our fuel and oil, and look over the airplane. When we are looking over our airplane, do we check out the windscreen to make sure we can see out of it? Did we remove the all the *Remove Before Flight* tags, and did we disconnect the tow bar? These last few questions were added to a checklist of the Civil Air Patrol airplane that I fly only because those things were not always done. I suggest doing a post flight as I have uncovered some things that I would not have noticed during the preflight.

Thanks for reading. If you have a suggestion, please send it over to me. Fly safe.

--- Adam

### 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.

### FFFA Officers - Contacts

**Karen James**, President, 812-498-4482,  
[Flygirl172@me.com](mailto:Flygirl172@me.com)  
**Jan Sipes**, Vice President, 812-522-9446,  
[sipesj@hotmail.com](mailto:sipesj@hotmail.com)  
**Matt Vieck** Secretary, 812-887-6346,  
[amvieck@gmail.com](mailto:amvieck@gmail.com)  
**Larry Bothe**, Treasurer/Membership, 812-521-7400,  
[LBothe@comcast.net](mailto:LBothe@comcast.net)  
**Jack Hildreth**, Board, 812-525-8460,  
[jhildreth1709@comcast.net](mailto:jhildreth1709@comcast.net)  
**Tom Hallow**, Board, 812-569-4293,  
[thallow@3cbb.com](mailto:thallow@3cbb.com)  
**Berl Grant**, Board, 812-580-8685  
[berlgrant@frontier.com](mailto:berlgrant@frontier.com)

**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. A website archive is planned.

### Local Event Calendar at a Glance

Oct 4, FFFA meeting & pitch-in  
Oct 8, Cherry Hill Avn Day fly-in/drive-in, SER  
Nov 1, FFFA meeting, program TBA  
**Nov 8, Election Day; get out and vote!**  
Dec 15, FFFA Christmas dinner & annual meeting at D's Diner, 6:00 PM  
\*An asterisk means Cliff Robinson will be performing aerobatics at that event.

-----  
**Freeman Field Flying Association** meets the 1<sup>st</sup> Tuesday of each month at 7:00, FFFA Bldg  
**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 library room.

### Washing Machine Available

In anticipation of **Jack Hildreth** coming home but not being able to climb stairs, his wife, **Jean**, has had their 1<sup>st</sup>-floor

laundry/powder room remodeled into to full bath. Due to space limitations she had to go with a stacked washer/dryer combination unit. That in turn has made her **nearly-new Maytag washing machine (top-loader, model MVWC415EW0, white)** excess. (Her son is taking the old dryer.) She paid Luecke's \$642 for it and used it only 7 months. She would like to sell the washer and has put a price of **\$300** on it. If you are interested you can call her at 812-522-8015 or 812-528-1723 (cell).

### Sell - Buy

Have something you want to sell or buy? FFFA members get a free ad. Contact the Editor, Larry Bothe, 812-521-7400, or e-mail [LBothe@comcast.net](mailto:LBothe@comcast.net) to place an ad.

### Local Aircraft For Sale

#### **½ share of 1963 Beech Musketeer**

Mark Kendall's brother-in-law lost his medical. He'll sell his share for \$16,500. Aircraft is IFR-equipped and the annual was just completed by Cherry Hill Aviation. Call Mark for more info, 812-216-1147

### Cliff Robinson Aerobatics

Open cockpit bi-plane rides in 500HP Stearman Acro and tailwheel training in Super Decathlon  
Cliff Robinson, Madison, IN 812-701-9990  
[cliffrobinsonaerobatics.com](http://cliffrobinsonaerobatics.com)

### T-Hangars Available at SER

Cost is \$65 or \$85/mo. Call Diane at 812-522-2031

### Eagle Avionics

Radio repair and installation, shop at BAK  
Authorized dealer for Garmin and Aspen  
**Transponder & IFR certification at your airport**  
Call Andy Zeigler, 812-344-0468

### FAA Handbooks for Pilots on CD

8 popular handbooks on one CD, \$24.95  
Go to [www.flightsmith.com/flyingcd](http://www.flightsmith.com/flyingcd) for details and ordering information

**The Engraver**

**Trophies Plaques Gifts Plastic Signs**

Quality Gifts & Awards, Aircraft Placards  
1520 Schleiter Rd, Seymour. 812-522-6181  
[www.engraverinc.com](http://www.engraverinc.com)

**Cherry Hill Aviation**

Aircraft Maintenance & Annual Inspections  
Tube & fabric work a specialty  
Tailwheel & aerobatic instruction in Decathlon  
Refurb 1981 Cessna Skyhawk for rent  
**Lance Bartels 812-322-6762**

**Burn Wood/Waste Oil/Corn**

**Sherrill's Heatmor Furnaces**  
Dave & Rita Sherrill, 812-569-2242

**Huddleston Aviation Services**

Cherokee 140 & J-3 Cub. Renters insurance  
required. Call Ron, 812-767-0615  
**Sport Pilot and Tailwheel training.**

**Red Star Pizza Company**

Located 1515 W Tipton, Village Center, near Jay-  
C+. Open Mon-Thur 11-9, Fri-Sat, 11-11, Sun 4-9.  
Call 812-519-2068 to place an order.  
**Beer now available!**

**House Painting, Interior & Exterior**

Call Jeff Kleber at 812-525-2042 for an estimate.  
Clean, neat work by a full-time professional painter  
at a reasonable price.



**Larry Bothe**

**FAA Designated Pilot Examiner**

**Private – Instrument – Sport Pilot**

*Available On Short Notice*

**Call 812-521-7400 for an appointment**

1082 Governors Lane, Seymour, IN 47274

[LBothe@comcast.net](mailto:LBothe@comcast.net)