



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

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Website: www.freemanfield.org

Comanche Owner's Fly-In October 9-10-11

Zach Grant is hosting a fly-in for Piper Comanche owners on Fri-Sat-Sun, October 9-11. Friday is the arrival day, with a cookout at Zach's hangar that evening. The museum will be open on Friday 3-5pm so early arrivals will have the opportunity for a tour.

Saturday there will be meetings and seminars on various topics affecting Comanche owners. The museum will remain open an extra hour (until 2pm) on Saturday because the seminar lunch break is 12 to 2. There will be a dinner at Zach's hangar on Saturday evening. Sunday there will be one seminar, and then people will depart for home. Museum will not be open Sunday.

I asked Zach how many people he thought would attend. He expects to draw Comanche owners from as far away as Texas and Florida, if the weather is decent. The range of number of attendees is pretty wide; 15 to 50. The better the weather, the more will show up. If the weather is forecast to be truly terrible then the event will be cancelled, not later than October 6th.

Runway Construction Update

The weather has cooperated so the scheduled completion date of October 15th still stands. At the present time, runway 5-23 is closed,

and runway 32 threshold is displaced approximately 1500 feet to allow for the connection of the 1500-foot extension of 5-23 to the old runway. After that is completed (in about a week), 5-23 will be reopened to its new full length of 6000 feet. At that time 14-32 will be closed to allow for the construction of the taxiway crossing of the new parallel taxiway out to the threshold of runway 5. When the taxiway crossing is completed (approx. 2 weeks) 14-32 will be reopened to its original full length of 5500 feet. The project will be finished!

Blue Hangar Space Rental

The airport authority set the rental rate for spaces in the Blue Hangar. It is \$150 per month, single engine. (Twin rates to be set later.) Diane is calling the people on the hangar waiting list to find out who really wants a hangar space at this time. Only approximately 6 spaces will be rented, which will make it so nobody has to move someone else's airplane in order to get their own plane in or out.

Don Furlow said the hangar has been thoroughly cleaned, steps taken to keep birds out, lights and insulation repaired, and the rollers for the heavy steel doors have been lubricated for ease of movement. The hangar

will be heated to just above freezing in the winter, to facilitate engine starting.

At the authority meeting it was briefly mentioned that rental rates for the T-hangars will be reviewed in the not-to-distant future.

FFFA Meeting News

The **September FFFA meeting** had no formal program, but everybody there was having some sort of work done to their airplane, and everybody was having a problem getting the work accomplished. We had a lively discussion about aircraft maintenance.

The program for our **October meeting** (Thursday, Oct. 8th, 7:00PM) will be a tour of the museum annex building. Since we meet in the main building of the museum, the people who regularly attend meetings have all been in that part of the museum many times. But it came to light that many of the regulars have never been in the annex. We have talked about it, but we never get down there. We will remedy that in October, with a guided tour. As always, guests are welcome.

Dinner before the meeting: In recent months a group of us have been meeting at the Poplar St. Restaurant at 5:00PM for a bite to eat before the FFFA meeting. The number of people has been slowly increasing. For September, it was up to six. Please join us for dinner before the October meeting.

Madison Air Show, Sat, 9/26

The last scheduled fly-in event in our area, and it's on!!!

Your editor spoke to the airport manager on Sunday, 9/20. The air show is definitely a go. Admission is free, donations accepted. The forecast is mostly sunny, SW wind 5 to 10 knots, high of 82°. They have several different performers on the schedule, a B-25 will be there (rides, for some \$\$\$), as well as a TBM Avenger. There will be 4 food vendors; something for everybody. Intro flights in airplanes & helicopters. If you fly in, be aware

that aircraft parking is changing for this year. It will be up to the northeast, in the area of the private hangars, rather than on the main ramp. Also, the actual air show begins at 1:00PM and goes until about 3:00PM. During that time the airport will be closed to arrivals and departures. FMI, go their extensive website at....

<https://www.madisonmunicipalairport.com/airshow.html>.

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.

Several projects the museum has been working on for some time have come to fruition. We settled on vests for board members, and any other volunteer who wants to buy one, as our piece of identifying clothing to wear at events or when conducting tours. Vern Seibert was kind enough to donate the funds to purchase the first batch of vests. Thanks, Vern.

The museum has a new, extensive display. It is a series of 8 large aerial photographs showing the stages of development of Freeman Field, from 1939 to the present time. Each photo has a separate framed description of what the picture represents. The 8 pictures, with the descriptions, are across the back wall of the museum media room. Dan Kiel was kind enough to donate half of the cost of the professional picture framing. Thanks, Dan.

We are in the process of upgrading the flight controls for the museum flight simulator. The rudder pedals have already been done (Redbird RD1 rudder pedals). We await an Alpha Honeycomb control yoke that is being donated by Tom Miller; and throttle, flaps, and trim controls are on order. We hope to

be able to tell you in the October newsletter that the control upgrades are complete, and the photo-realistic background scenery has been restored. But in the meantime, the simulator works just fine. Come by and fly it.

Charitable Donation Deduction This Tax-Year, 2020

It came to your editor's attention the other day that for the tax year we are in right now, the CARES Act allows for a federal income tax deduction of up to \$300 per person (\$600 for a couple filing jointly) for charitable contributions made to a federally recognized 501.c.3 charity (like our museum), regardless of whether or not you otherwise itemize deductions on your federal return. That means people can give away money or things, and get a tax deduction. I didn't know that, and several people I have talked to recently didn't know it either.

If you have hesitated to make donations to your favorite aviation related charity, because you wouldn't get a tax deduction for it, you should reconsider, at least in 2020. Here locally, the Freeman Army Airfield Museum is a 501.c.3 charity, as is EAA Chapter 729 in Columbus, to which many of us also belong. (Note that while the FFFA is a not-for-profit corporation in the state of Indiana, it is NOT a federally-recognized 501.c.3 charity.)

Amazon Smile

Another charity opportunity, which costs you nothing, is to participate in the Amazon Smile program. It has been around a long time, but with more people shopping online, and a lot of them on Amazon, the Smile program is even more important in these days of coronavirus.

Amazon has a program whereby they will donate one half of one percent of the purchase price of essentially everything you buy, to the charity of your choice. That means 50¢ for every \$100 you spend. That

doesn't sound like much, but if a lot of people participate, it can, and does, add up.

The way it works is that when you want to order from Amazon you go to smile.amazon.com. The first time you designate the charity you would like to help; after that Amazon remembers the charity you selected, so you don't have to do any extra work. If you would be so kind as to help the Freeman Army Airfield Museum, you can simply go to smile.amazon.com/ch/35-2060830 and place your order. Amazon takes care of the rest. Thank you.

Member Accomplishments

Larry Bothe's student, **Scott Daugherty**, passed his private pilot checkride on 9/8/20. Congratulations, Scott! Now he can get some real utility out of his very nice 1975 Cessna 182. Scott is going to join the FFFA.

For those of you into vintage airplanes, in the current issue (September/October, 2020) of *Vintage Airplane* magazine (a Vintage Aircraft Assn. publication, which is in turn a division of EAA), you will find a 10-page (!) article featuring **Dakota Garlick** and Cherry Hill Aviation, about the 180-hp Cessna 150 that **Lance Bartels** uses for banner towing. Dakota flew it to Oshkosh-2018 (his rookie-pilot year!), and the airplane came to the attention of one of the EAA photographers, who thought there was a story somewhere in there. I tried to include a link so you could read the article online, but you have to be a member of the Vintage Airplane Assn. to do so. However, if you are really interested, send me a message and I'm sure I can get you an electronic copy.

FFFA Member Activities

On Tuesday, 9/15, your editor flew down to Kentucky to have lunch with Helmut Weislein and Pete Silliman, and then visit some private grass fields. We went to Goode Airpark (3KY1), and Moseley Field, (4KY4). Helmut took the pictures.



Pete, Larry & Miller; fine dining at Subway

At Goode I got a ride in a Great Lakes Trainer.



Bobby Hayden's Great Lakes Trainer

While at Breckinridge County (I93), where Helmut and Pete Silliman keep their planes, I got to sit in Miller Monarch's Republic Seabee. Miller has promised me a ride in it, complete with water landing, in the future.



Miller Monarch's Republic Seabee. Miller in red shirt, me in the cockpit.

Interesting Aviation Links

John Travolta's BBJ, narrated by Jay Leno. 7-min. video showing the ultimate business jet. Suggestion sent along by reader Floyd Hollandbeck, 9/9/2020.

<https://www.cnbc.com/video/2019/09/27/full-opening-the-first-7-minutes-of-the-skys-the-limit-episode.html>

Airline Perspective

To furlough or not to furlough
that is the question.

By Adam Springmeyer

Hello FFFA members, and welcome to September. Finally, one of my two favorite seasons is approaching..... fall. My air conditioner hasn't run that much, making my electric bill so much nicer to deal with. As we approach the first day of fall, we can almost put 2020 in the books, and look forward to 2021.

A great deal of news has been happening over the past 30 days. The first comes to us from Envoy. Envoy is currently owned by American Airlines and operates the Embraer ERJ-145 (50 seats) and EJR-170 (70 seats) aircraft. They have announced they are closing their New York (LaGuardia [LGA] and John F Kennedy [JFK]) pilot bases. They are offering a bonus to all pilots that choose to move to Miami and operate the ERJ-170 at that base. They have also announced their ERJ-145 fleet will be reduced ahead of schedule, and will be done by the end of 2021 instead of the initial forecast of 2022.

The next bit of news comes to us from Mesa Airlines. The union has put forth a Letter of Agreement (LOA) to their pilots. This new agreement, if ratified, will reduce everyone's Minimum Monthly Guarantee (MMG) from 75 hours to 68 hours. This is a total reduction of 7 hours per month. This will result in a monthly cut of anywhere from \$288.00 for a 1st year First Officer to \$888.00 for a 20-year Captain. The company has promised that the money lost will be returned to the pilots starting in 2022. Should the company be profitable in 2021, a profit-sharing program will be instituted. If ratified, Mesa will not furlough any pilots.

Our 3rd piece of news comes from Piedmont. Piedmont is owned by American Airlines and flies the Embraer ERJ-145 aircraft. They have successfully cancelled all pilot furloughs. There were some temporary concessions made in the pilot contract, however nobody is commenting on what, or for how long.

Next is news from the flight attendant unions of both Air Wisconsin and Delta Airlines. Both of these airlines were able to prevent all flight attendant furloughs. It is unclear what, if any, concessions were made to keep the flight attendants on property. Both airlines are still looking at furloughing some of their pilots.

Finally, our last piece of news comes from Republic Airways. The company and union presented a new Letter of Agreement, where all pilots would be kept on property by the following arrangements. 1.) The top 60% of the pilots who were not affected by furlough or downgrades were allowed to keep their MMG of up to 82 hours. They would be allowed to pick up any flights through the trade board, and can be allowed to pick up flights in the open time pot with company approval. For the 400 pilots who were set to be downgraded from Captain to First Officer, those pilots would be reduced to 45 hours MMG, and only be required to work 14 days per month. These pilots will also be able to stay as Captain. The remaining pilots who were set to be furloughed would be reduced to 32.5 hours MMG, work 10 days per month and not be furloughed. These changes would be effective until 3/31/21. The final vote for this LOA was 91.5% in favor with 87% of the pilots voting. This is great news for Republic Airways!

There are still plenty of airlines who haven't published their intentions yet. More information to follow next month. 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

Ed Note: After Adam submitted his article. I asked him some questions. Here's what I found out: For him personally, he has (just barely!) enough seniority to keep his captain's slot. And, although he's not 100% sure yet, it looks like he will be able to keep his Pittsburgh domicile as well. I asked Adam if he had any late word about air show performer Billy Werth. Billy did return to his home here in Indiana late last month (August), but that's all Adam knew. Maybe we'll learn more at the Madison air show on 9/26.

Glider Topics – Collision Avoidance Technology for Gliders

By "UPS" bob Walker

From the first lesson, pilots are trained to keep their eyes outside the cockpit. This is the best way to avoid a conflict with another aircraft. As a safety enhancement, some LSC gliders are equipped with technology that aids in collision avoidance. This article discusses how transponder equipped aircraft can be tracked by gliders with collision avoidance technology.

ADS-B In: A handful of LSC gliders are equipped with specialized ADS-B In receivers, called PowerFLARM. (Ed. note: *FLARM* is a name derived by combining the words *flight* and *alarm*.) These gliders have moving maps that display all ADS-B targets within approximately a 30 nm radius (see Figure 1). In addition, the trajectory of the targets and the glider (ownship) are analyzed, and the glider pilot is warned of potential conflicts via synthesized voice and instrument display. The warnings are escalated as ownship and target become closer. Figure 2 shows a typical warning display.

Unlike TCAS, the PowerFLARM never provides an RA (Resolution Advisory) maneuver when a potential collision is detected. The system only provides traffic location and a warning.



Figure 1.



Figure 2.

MODE S and MODE C: The PowerFLARM will also alert the glider pilot when a MODE S or MODE C equipped aircraft is close by. The

strength of transponder signal is used to estimate the distance (typically called pseudo-distance). Although no azimuth information is available, PowerFLARM will display a warning when the pseudo-distance and altitude spacing pose a potential threat.

What is FLARM? FLARM is a traffic and collision avoidance technology that was developed and used in Europe for general aviation. In the U.S., many gliders are equipped with FLARM transceivers. FLARM is optimized for direct aircraft-to-aircraft data communication. Unlike ADS-B, FLARM provides faster updates and is better suited for analysis of collision avoidance.

In the western U.S., it's not uncommon to be in a thermal with many other gliders. The FLARM system shows the location (azimuth and altitude) of the gliders. In addition, it constantly analyzes these targets for potential conflict. FLARM also has the ability to track another glider and display its rate of climb. It's a sure way to find an active thermal.

Summary: Technology such as PowerFLARM is no substitute for looking outside. The practice of keeping our eyes outside the cockpit will always be the primary way of avoiding collision conflicts. However, technology can significantly improve our awareness of surrounding traffic. This can be especially important when fast moving traffic is behind us slow moving gliders.

Seymour 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.

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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, Putnam County, Bowman Air Fest and North Vernon AAD have all been cancelled.

Sep 26*, Madison Air Show, 1PM, IMS Still on as of 9/9/2020

Oct 8, FFFA meeting, museum, 7:00pm. Program is a tour of the museum annex.
(Dinner at Poplar St. at 5:00pm.)

For planning purposes next year--

Apr 13-18, Sun 'n Fun 2021

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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