



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

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T-Hangar Rent Increase Finalized

Last month we told you that the T-hangar rent increase was postponed until January 1st, 2022. At that time, the basic T-hangar rent will go up to \$100 per month. But there is more to the story. Besides the basic rent, which most people who have flyable powered airplanes in the T-hangars will pay, there are tiered rental rates for other special situations. The airport authority sent out official rate increase notices in late January. Here's a summary of the pending January 1st, 2022 rates:

Basic T-hangar rate per month	\$100
Enclosed T-hangar spaces	\$125
Gliders (non-powered aircraft)	\$135
Unairworthy (derelict) aircraft	\$135

The basic rent of \$100 per month per space will apply to the spaces in A building, the same as B-C-D buildings. For some forgotten reason (old, long-since repaired drainage problem?) the spaces in A-building were getting a \$20/mo. discount. That discount is being eliminated.

Gliders will be required to pay a higher rate because they don't generate any additional revenue for the airport with fuel purchases. **See update below.**

Enclosed hangar spaces are those which have been walled off from the rest of the internally open T-hangar building. The authority, on a case-by-case basis, allows tenants to wall off

their individual space, at the tenant's expense. This is a special privilege, and a \$25 per month surcharge will apply.

Unairworthy ("non-activity") aircraft are those that have sat for years, have flat tires, and are covered in dirt. Since they don't generate any additional revenue for the airport from buying any fuel, they will have to pay a \$35 per month hangar rent surcharge. Also note that FAA hangar use guidelines say that hangar spaces at airports that receive federal funds are not to be used for the permanent storage of airplanes that never fly. They should be made flyable (have a current annual inspection), or sold off or parted out, to make way for actively flying aircraft.

Glider T-hangar rent update: At the February airport authority meeting, Mike Carlson, president of the Louisville Soaring Club, based here at Seymour, brought to the attention of the authority that gliders do in fact (indirectly) consume fuel. The LSC owns and uses a 180-hp Bellanca Scout airplane to tow gliders aloft, for each and every flight, more than 600 last year. That airplane uses a fair amount of fuel, and every drop was purchased here at Seymour.

After reviewing fuel purchase data presented by Mr. Carlson, and listening to his request for relief from the \$35 per month additional T-hangar rental charge for gliders, the

authority decided to reduce the additional monthly charge to \$10 per month. The T-hangar rental rate for gliders, effective 1/1/22, will now be \$110 per month.

Other Airport News

Katie England, the representative from the airport's engineering group, BF&S, gave her monthly status report of airport construction projects. Katie told those present that:

Temporary markings that were put down after the 5-23 runway move, extension, and taxiway work was completed last October, will be replaced with more prominent and permanent markings as soon as the weather permits this spring.

Rehabilitation of runway 14-32 will likely be delayed until 2023. This is because the FAA is now saying the grant funding will probably not be provided until late 2022. This is disappointing since the FAA had originally indicated that funding would be received this year, and the work would have been done in 2022.

Slit drain repair (conversion to trench drain) on the main east-west ramp will take place this summer, and during the last phase of construction, Taxiway Alpha will have to be closed for a week to allow the construction to be completed. Aircraft wishing to use runway 23 for takeoff will have to back-taxi, as will planes landing on runway 5.

FFFA News

The February meeting was cancelled. We didn't have a formal program planned, several of our regulars couldn't make it, and it was threatening snow.

FFFA dues for 2021: We are down to just 9 people (out of 73) who have not yet paid their 2021 dues. If they pay this month, we could be done.

March meeting (3/11) program: To be announced.

Dinner before the meeting: A group of us meet at the Poplar St. Restaurant (513 S

Poplar St, Seymour) at 5:00PM for a bite to eat before each FFFA meeting. Please join us for dinner. We talk about whatever has happened to us lately in the aviation world. Information flows. Lots of fun!

FFFA Member Activities and Accomplishments

Jimmy Baker, mechanic at Cherry Hill Aviation, completed his 3-year apprenticeship, attended the Baker School of Aeronautics (no kin) in Lebanon, TN for 2 weeks, completed the required testing, and came home with his FAA Airframe & Powerplant (A&P) mechanics certificate. Congratulations, Jimmy!

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.

The Focke-Wulf Fw-190 tail wheel and vertical stabilizer/rudder assembly display continues to move forward. Adapters have been machined to match the wheel/tire assembly to the tailwheel strut. Crane Hill Machine is finishing up the display stand.

The background scenery on the main flight simulator has been improved, and now has realistic-looking buildings. Additional scenery improvements are in the works.

The additional flight simulator we have been working on, one for our younger visitors to fly, is nearly finished. Marty Schwab did extensive carpentry to accommodate the electronics, controls and new seat. Painting is under way. There are some remaining computer issues to resolve, and we'll be ready to fly. Bill Oliver gave us an iPad to display flight instruments. Thanks, Bill.

The German aircraft parts exhibit improvement program is nearly completed. New exhibit signs, parts stands, and much better organization of related items make viewing this display a lot more enjoyable.

Display case lighting has been added in 6 different locations, and the counter around the Link Trainer has been moved to better utilize the space, and accommodate some electrical issues.

Note that every one of the projects mentioned above is taking place in the Museum Annex. If you visit the museum from time-to-time, but never make it down to the Annex building, you're missing the boat.

LSC Glider News – Traveling with a Glider

By "UPS" Bob Walker

Each year a few of us from the Louisville Soaring Club travel to the high deserts of the southwest. During the summer months, the dry desert thermals can easily and rapidly lift the glider to just below Class A airspace. The strong and consistent lift often leads to long flights, many exceeding 5 or 6 hours. With careful planning, familiarity, and some luck, experienced pilots can fly more than 1000 KM on good days. This article looks at challenges of traveling with a glider.

The Trailer: Traveling with a glider requires a road-worthy trailer. It's important to grease the wheel bearings, replace worn tires, check the lights, etc. The trailer is the glider's home on these bumpy trips, and it must securely cradle the fuselage, wings and horizontal tail surface to prevent damage. A good trailer makes disassembly, traveling and assembly relatively easy.

Disassembly—Boxing Up the Glider: Boxing up the glider is an exciting time for many of us. It's the start of an adventure that'll last weeks. It's also the time to get organized and use a detailed checklist. Leaving home without all the parts, like a

main wing pin or horizontal stabilizer, would be disappointing.



The first step in disassembly is maneuvering the fuselage into a cradle (at the rear of the trailer) that'll provide support as the tail surface and wings are removed. Once the glider is secure and there's no chance of shifting, it's time to carefully remove the horizontal stabilizer and wings. Support stands are used to gently lift the wings to support their weight. With the correct upward pressure, the main wing pins are easily removed. Removing or installing wing



pins is a combination of skill and some luck. When it's done right, the pins precisely and easily slide into the wing spar bushings.

The horizontal stabilizer is commonly attached to the ceiling of the trailer. The wings and fuselage are rolled into the trailer and carefully secured. One final check, and it's time to close the trailer.

Towing the Trailer: Towing the 30-foot trailer is my least favorite part of the adventure. The loaded trailer weighs less than 1,500 pounds, and requires no effort to tow. However, maneuvering into gas stations and hotel parking lots can be challenging. The trailer can also be tricky in strong crosswinds. Changing lanes in busy city interchanges and bad drivers make for some nervous times. Last summer, an inattentive driver (towing a horse trailer with two horses) slowly ran into the back of the glider trailer and damaged the door, but left the glider unharmed.

There's one enjoyable aspect of towing the trailer. With nearly each fuel stop someone asks the question, "What's in the trailer?" They usually guess it's a boat. More than once, someone (jokingly, I assumed) guessed it was a missile. When I tell them it's a glider, they're usually clueless or make reference to hang gliders or their cousin's ultralight. I've found that it's best to carry a few photos to show them. Sometimes I open up the trailer and give them a short tour.

Assembly—Time to Fly: After two days of travel, it's time to find a tiedown spot on the ramp and assemble the glider. Assembly usually takes one to two hours. After assembling the big pieces (wings, tail, winglets, etc.), control checks are performed, surface gaps are taped to improve aerodynamics, oxygen system is installed, and batteries are wired up. It's time to fly.

Conclusion: Traveling with a glider is challenging. It requires careful planning and good equipment. The reward is flying in different places. The vistas are spectacular, and the conditions are like no other.

Airline Perspective -- **So Much to Tell, Not Enough Time**

By Adam Springmeyer

Hello to all! Out here in Washington, Pennsylvania (45 minutes outside of Pittsburgh) we are getting snow, which turned into freezing rain, then just rain. Punxsutawney Phil is proud of his prediction, but yet has gone into hiding as people are now hunting for him!!! Ha Ha Ha! So let's jump right into our February article. As the title says, there has been a great deal of news.

Our first piece of news comes not from the airlines, but from the Transportation Security Administration (TSA). Thanks to President Biden's new executive order, TSA has the ability to deny a passenger through a security checkpoint, bar you from boarding your flight, and even impose monetary penalties for failure to wear a mask as recommended by the Center for Disease Control (CDC). I have not heard of any fines yet, but each airline has increased the names of people on their do-not-fly list for failure to follow the masking protocols.

Our second piece of news comes from Delta Airlines. Their CEO made an initial claim that they would hire again in 2021. Right now, they still have around 1400 pilots on property who are not flying but collecting 30 hours of flight pay per month. These pilots are called NFP (Non-Flying Pilots). 400 pilots have been recalled and sent to be retrained on the Airbus A220 aircraft. Delta Airlines continues to block middle seats on its mainline aircraft, and limit the total occupancy to 75% on each aircraft.

The third piece of news comes from the Federal Aviation Administration (FAA). They are looking at increasing the mandatory pilot retirement age from 65 to 67. This is due to the COVID-19 pandemic. Airlines are going to be see rapid retirements in the next few years, and with no hiring to replace them, airlines will need to keep what pilots they

have. There are certain restrictions on pilots who are over the age of 60 as to who the other crew member can be, but even that rule may have to be changed.

Our fourth piece of news comes in form of hiring from Spirit, Frontier, and Allegiant Airlines. Each airline is set to hire starting in March (April for Allegiant). All three airlines fly the Airbus A320 family of aircraft. Each airline is increasing the number of flights, destinations, and aircraft. Both Frontier and Spirit have also announced new bases in Tampa, Orlando, and Miami respectively. Allegiant is starting more flights to Des Moines, Iowa.

Our fifth piece of news comes from Air Wisconsin. This airline flies the CRJ-200 for United Express. Most of their routes are in and out of Chicago's O'Hare International Airport (ORD) and Washington's Dulles International Airport (IAD). They have issued 140 furlough notices to its First Officers. This is the second time they have issued the notices. Everyone in the airline community is thinking about them and their families.

Finally, our last piece of news, as I do not want to end the article on bad news, comes from Southwest Airlines. The original famous low-cost carrier, which has now become a major airline, has operated its first flight to ORD on 15-February. The airline is planning to add flights in ORD and Miami International Airport (MIA). The plan for them is to directly compete with both American and United Airlines out of their biggest cities.

I would like to thank each and every member for reading these articles. I would also like to thank all the members who sent in requests for different topics. If you have any questions that you would like to be answered, please email me at adam.springmeyer@gmail.com. Fly Safe, and Blue Skies.

Did you get your C-19 vaccination shots yet? Your editor and his wife have both shots, and no significant side effects. GET YOUR SHOTS!

Interesting Internet Links

Two Guys Catch A Flight: Watch as 2 wing-suit flyers jump off a mountain and fly into an airplane. Pretty neat! 2-min video. From Floyd Hollandbeck, 2/18/21.

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

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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Local Event Calendar at a Glance

Mar 11, FFFA meeting, museum, 7:00pm.

Program TBA

Apr 13-18, Sun 'n Fun 2021

Jun 19, Fly-in breakfast, OVO

Jun 17-19, Aeronca Fly-In, Middletown, OH

Jul 20; Flying Circus, Hagerstown, IN

Jul 26-Aug 1, AirVenture 2021, Oshkosh, WI OSH

Sep 3-5; Red Stewart fly-in, Waynesville, OH*

Sep 9-11; Midwest LSA Expo, Mt. Vernon, IL

Sep 25; Madison Air Show*

*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.

Ask an Instructor/Airline Pilot

Do you have a question about some phase of aviation? 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.

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Kroger Community Rewards

Kroger Foods (includes Jay-C Stores) has a program similar to Amazon. Most Kroger shoppers have a Kroger “frequent shopper” card. Go to <https://www.kroger.com/i/community/community-rewards> and register your card, Kroger will donate ½ of 1% to the museum, just like Amazon. You only have to register once; after that it’s all automatic when you show your card at checkout.

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