



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

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More Airport Improvements

The airport authority met a week early again this month. Most of the meeting was about the many improvements coming to our airport over the next several years. So many in fact, that it is becoming hard to keep track of them. Here's a recap.

New T-hangars: They are to be designed this year and constructed in 2023. The money will come from the BIL (Bipartisan Infrastructure Law). A survey was recently undertaken to determine what features potential tenants would want. The results are being tabulated right now, and BF&S (airport engineering firm) will design the hangars accordingly.

Runway 14-32 rehabilitation: This project gets designed in 2023, and the actual construction done in 2024. "Rehab" means the top several inches will be milled off and a cap put on. There will likely be a few small sections, prone to frost-heave "blow-ups", that will be "reconstructed" (old runway completely dug out, and new pavement put in its place). The 14-32 rehab includes repaving the connectors (short taxiways between the runway and the ramp), and yes, we get the center connector back again, after having been closed for more than 10 years. The lights on 14-32 also need to be replaced, but due to the dollar-amount and the timing of grants, the lights will be replaced as a separate project the following year. The

funding for the 14-32 rehab comes from the usual FAA grant system, out of the Airport & Airway Trust Fund. The funding is 90% FAA, 5% state, and 5% local money.

Taxiway from the main ramp out to T-hangar building A: The route from the main NW ramp out to the hangar will be repaved. Airport Authority President Brian Thompson said "there is no sense in having a hangar if there is no good way to get to it." The funding for that taxiway will come from BIL money. But since the new T-hangars are a higher priority than the taxiway, it will have to wait 3 or 4 years. Think 2025.

New AWOS system: There will be a study conducted to examine the need to replace our aging AWOS. The current AWOS, installed some 15 years ago, was one of the last of that design type to be manufactured, so it was all but obsolete when it went in. Newer ones have different design sensors and fewer moving parts, and therefore are far more reliable. Maybe the AWOS gets replaced in 2024. Funding will come from the nearly \$800K BIL money we will receive over the next 5 years.

Finally, from a different "pot" of BIL money, we have applied for a competitive grant to **install an elevator and finish the upstairs of the terminal building.** There is no guarantee that we will get that money because that pot has limited funds available,

and we have to compete with other airports to get a share of it. This one is a *maybe*, with no time frame as to when it might take place.

Other Airport News

It's pretty quiet. Don and Victoria tell your editor that, other than all the planned improvements, nothing much is going on. The maintenance crew is thinking about the start of mowing season. Some excess equipment is being sold. Quiet is good.

FAA Wright Brothers Master Pilot Awards

The Master Pilot award push is gaining momentum. Besides Gregg Pardieck and myself, we learned that Bob Walker (Dr. Bob, not UPS Bob) is also eligible. And, while looking something else up, I found that I'm eligible as of May 13th, not sometime in August, as I had originally thought. That means I need to get to work on my own documentation.

If there is anybody else out there that has been flying for 50 years or more (since first solo), and not had any serious FAA violations, please let me know, and we can get you started on the paperwork to receive the award. LBothe@comcast.net

FFFA News

2022 dues status: Boy, we're getting down to it. There are now just 3 people who haven't paid their 2022 FFFA dues. I'll send them another reminder soon.

March meeting, on 3/10: After our usual dinner at San Marcos, we moved to the museum. We met around the conference table and discussed changes/improvements for Airplane Ride Day. Penny Litz and Aaron Frey had submitted lists of suggestions right after last year's event. Mark Bowling (who couldn't be present due to illness) had mentioned several things at the February meeting. Larry acted as moderator of the discussion. We ended up with a list of about 10 items we can do to make things better for

2022. One thing looks pretty sure, we will need to ask for a little bigger donation in order to cover increased fuel cost. Unless things get totally out-of-hand, it looks like going from \$20 up to \$25 will do it.

Next meeting, April 14th: We'll start out at San Marcos for dinner at 5:00PM. Please join us. After that we're off to the museum for the formal meeting at 7:00. The program for April will be review the "whys" behind some of the common things we do in everyday flying. This program is a result of a discussion I had with Helmut Weislein during the ground portion of the Flight Review I did for him earlier this month.

FFFA Member Activities & Accomplishments

Almost every month Helmut and I fly somewhere for lunch. It's often French Lick because it's convenient for Helmut to fly almost straight north from Breckinridge County, KY, where he keeps his plane, and for me to fly over from Seymour.



L to R: Gerry Whitson, Larry Bothe, Roy ???, and Helmut Weislein at Ohana Hawaiian Bar & Grill in French Lick on March 9th.

Helmut tells other pilots down his way that we are going, and some come along. We do it during the week, and on fairly short notice. We keep an eye on the weather and when we see a good day coming up, we go for it. Penny Litz sometimes joins us, but right now she is doing some regular substitute teaching, and can't make it. If you would like to be called, so you can join our little lunch flights, call me at 812-521-7400, or send me an email, and

I'll let add you to the list of people we notify when we decide to make a flight.

Helmut finally got to fly the glider he bought from Maggie Hettinger. He hadn't flown gliders for a long time, and needed a checkout from (Dr.) Bob Walker. Since Helmut was flying a glider (instead of towing them) they needed John Uhl to fly the tow plane. And they needed to all be available at the same time, with good weather. It took a



while, but Helmut looks happy with his purchase.

It would be nice if some others of you would send me pictures and tell the rest of us where you have been flying lately. With seventy-some members, surely somebody else must be flying somewhere. Tell us about it.

LSC Glider News –

Coordinated by Bob Walker ("UPS Bob")

Steve Hayes provides an addendum to his December article, *Gotta Go*

Ladies, I have an update specifically for you on a new urine management system. Maggie Hettinger passed this information on to me in an effort to keep women pilots up to date on new developments. The following is a summary of an email from Kathryn Fosha (kathy.fosha@gmail.com) that was sent to the Women's Soaring Pilots Association (WSPA). Address inquiries to Kathy Fosha at the above email.

The Easy Peesy device was developed by Katrin Senne of Germany in 2019 specifically for women glider pilots making long flights, and for adventurers around the world. Kathy related her experience with the Easy Peesy. Prior to using the device, she was using

maximum capacity diapers and often found herself exceeding their capacity after 4-5 hours. With the Easy Peesy, her longest flight duration was 8.25 hours. She was completely dry and without leaks after consuming 4 liters of water during the flight. "It integrates into either a stand-alone urine collection bag that can be placed in the space behind the knees or behind the seat back, or with some rubber tubing and quick disconnects; it can integrate into an existing pilot relief system."

Kathy has several kits (adapters and collection bags) for sale and can ship anywhere in North America.

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 museum continues to add new and/or enhanced exhibits. We're just completing a display stand for the Spitfire landing gear wheel well fairings that have been stood up against the wall in the museum for more than 20 years. We'll have a photo of that display in the next edition.



Joe Clegg and Marty Schwab have been working on making our Fw-190 main landing gear leg (photo at left) a free-standing exhibit. It is another item that used to lean against the wall. So far, they have it stood up and braced. Additional clean-up and some paint will have it ready for display.

On March 12th a stylized machine gun silhouette was added to the Bf-109 wing panel display. Here's a picture.



January Rutherford has joined the museum Board of Directors. She's digging right in, learning about the issues that face the museum right now, and about the nuts and bolts of operating the museum and giving

tours. January has excellent communications skills from her years with the newspaper, and more recently as the mayor's Communications Assistant. Welcome, January.

Airline Perspective – 5G Update and News Around the World, by Adam Springmeyer

Happy Mardi Gras, Ash Wednesday, Saint Patrick's Day, and First Day of Spring to all our members. This article was started from my hotel room in Boston. I am on a 24 hour overnight, and have four (4) legs that will start at 1:23 p.m. tomorrow (3/7/2022.) Since I was not able to provide an article in time for last month's early publication, this one has lots of important news.

First, there have been several of updates with regard to the 5G. Embraer, Boeing, and Airbus, were required to send information on their systems to the FAA for review. All systems on the ERJ-170 fleet were cleared and approved for use at all airports with 5G

cell towers. The only restriction that we are seeing is not being able to use Category II or Category III Instrument Landing System (ILS) or RNP (Required Navigational Performance) instrument approaches. The FAA has begun testing these types of procedures at 50 different airports around country. Right now, that process is stalled. I expect to have more information for you next month. Finally, FAA has set up a database of airports with specific runways where 5G interference does not occur. These runways are called AMOC (Alternative Method of Compliance). The database is updated frequently, so like NOTMAS, please check the database for airports where we intend to fly.

During the State of the Union Address at the beginning of March, President Biden stated that COVID-19 numbers are falling at never-before seen levels. He credits the vaccination mandates for this. Washington D.C. and the Capital building were deemed mask free the night of the speech. However, the TSA announced they are unwilling to remove the mask mandate at this time. The mask mandates will stay in place through April 18th. Yours truly has had to deal with plenty of people who do not want to wear a mask. This conflicting guidance will likely create more issues in the future. More next month.

Now let's get to the new news... Frontier Airlines bought a majority share of Spirit Airlines. This was not expected by 99.99% of the pilots. Prior to the purchase, Frontier had announced the closing of their Chicago O'Hare base. The next night, they bought 51.5% of Spirit. It has now been announced that 3 new bases will open for the New Frontier/Spirit merger; Atlanta (ATL), Phoenix (PHX), and Miami (MIA). The route structures are expected to change through these cities, as well as the trip pairings for the pilots and flight attendants. As it stands now, there will be 70% day-trips if you are based in those cities. There are big cost savings associated with "day trips". I'll

explain that in a future article. It is still unclear how the seniority lists will be merged.

On March 8th, Denver's Attorney General filed a lawsuit to stop the Frontier/Spirit merger. His brief states that these airlines have the lowest customer service ratings in the United States, and if allowed to merge, they will go unchecked; no improvements will be made. The AG continues to cite that Frontier has tens of thousands of passengers who never received a refund of their ticket charges due to COVID-19 cancelled flights. Frontier just offered another flight within 365 days of the original flight date. If the passenger failed to use this credit, then they lost all their money. My mother had this same issue, and lost over \$900 for a trip to Florida that did not happen.

Of course, with Russia invading the country of Ukraine, many people are concerned with inflation, rising gas prices, and the possible breakout of World War III. Some interesting things have happened with aviation as a result of this conflict.

1. Many countries have blocked their airspace to any Russian registered aircraft. The Ukrainian airspace is closed to all countries, except for military aircraft.

2. *Sabre*, the company that provides technical and computer services to many airlines, has stopped all support to Aeroflot, the Russian carrier. This cuts off all takeoff and landing performance numbers, communication between the aircraft and their dispatchers, and prevents booking/ticketing of passengers. Aeroflot now has to go back to the basics of airline flying, with pilots doing their own calculations, and their reservation department booking their own passengers.

3. Aeroflot lost 35% of their stock value in a single day. The trading of this stock has completely stopped for the present time.

4. Delta Air Lines has stopped its codeshare agreement with Aeroflot. Before, passengers could purchase a ticket on Aeroflot, and be on a Delta aircraft when coming or going to the US. United, American, UPS, and FedEx have stopped all service to Russia as well.

5. Boeing and Airbus have stopped all trade with Russia and Aeroflot. Currently, Aeroflot uses

mostly Boeing and Airbus aircraft. No parts or technical service will be provided to Aeroflot for the foreseeable future.

6. Moscow International Airport has a fuel shortage; it can't fuel aircraft for departure. The airport is turning into a parking lot. There are essentially no cargo flights in and out of Moscow.

This changes the ball game for aviation. More on Ukraine and commercial aviation next month.

Thanks to each and every member for reading these articles and to those of you who send in requests for different 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.

Ed. Note: I screwed Adam up last month by deciding on short notice to publish the newsletter early, before I went to FL. It's early again this month, because the airport authority met a week early. However, this time I gave Adam sufficient advance warning.

Interesting Aviation Links

Nobody sent me any good internet aviation links this month.

Aviation Humor

No humor items were sent to me either. And since I can't just keep copying stuff from Mike Foushee (editor of the EAA 729 newsletter), we'll just have to wait and see what next month brings.

Sell - Buy - Announcements

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

FFFA April meeting, on the 14th, 7:00PM, at the museum. Dinner before the meeting at San Marcos, 5:00PM

Apr 5-10, Sun 'n Fun 2022, LAL
May 14, Bishop fly-in, Madison, IN IMS*
Jun 4, Airplane Ride Day, SER*
Benefit Freeman Army Airfield Museum
Jun 18, Flapjack fly-in breakfast, OVO
Jul 19, Hagerstown (IN), Flying Circus, I61
Jul 25-31, AirVenture 2022, OSH
Sep 3-5, Red Stewart fly-in, 40I**
(Air show on 9/3)
Sep 8-10, Midwest LSA Expo, MVN
Sep 10-11, Greencastle, IN Airport Days*
(Biplane rides on Sept. 10th)
Sep 19-25, Triple Tree fly-in, SC00
Sep 24, Madison Air Show, IMS**

** Two asterisks mean Cliff Robinson will be performing an air show at that event; *one asterisk means Cliff will be there offering Stearman rides, but no air show. If you want to see world-class aerobatics with no admission charge, attend one of the air shows.

Cliff Robinson Aerobatics

Open cockpit bi-plane rides in 500HP Stearman.
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Cliff Robinson, Madison, IN 812-701-9990
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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.

Help the Museum Amazon Smile

Do you shop at Amazon? By going to smile.amazon.com to place your order, you can help the museum. Amazon will give ½ of 1% to the museum, at no cost to you. Thanks for helping us this holiday season, and all year long.

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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