



# ***Freeman Flash***

**NEWSLETTER of the FREEMAN FIELD  
FLYING ASSOCIATION**

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

## **Hangar Plans Take Shape**

Plans for the new hangars, to be constructed in 2023, are moving right along. While we don't yet know all the details, here's what we do know:

- There will be one T-hangar building constructed.
- The location will be just to the west of the 3 northeast T-hangars. Exact orientation will be determined by the final configuration of the building (see below), FAA-required setback from taxiways, and future planned land use.
- There will be at least 8, and perhaps up to 10, T-hangar bays.
- In addition, at least one large bay will be constructed on one or both ends of the T-hangar building. These larger bays, with the opening in the end, will be big enough to accommodate an aircraft as large as a King Air. The intention is to attract corporate aircraft.
- Regardless of the number of bays, each hangar space will have a concrete floor, overhead (electric) door, and there will be full-height partitions between each space.
- No word on the estimated rental cost of the new spaces. Rising construction costs make it impossible to determine at this time. Your editor's best guess is that, with the amenities mentioned above, the monthly rent will be at least double what we are paying now (\$100)

for the open interior, manual rolling wood doors, and blacktop floors of the existing T-hangars.

It is likely that as the new construction nears completion and the Airport Authority begins to accept deposits on the new spaces, the first offering will be to existing hangar tenants who want to move up in accommodations. Once the move-ups are taken care of, then they will go to the hangar waiting list (about 20 people, at the present time). Assuming there will in fact be some move-ups, each person on the waiting list, in order, will be offered the choice of a cheaper old T-hanger, or a more costly new one, as long as both are available. In the world of hangar waiting lists, when new hangars are finally offered, and it's time to get out your checkbook and sign a lease, many people (half?) drop out. Your editor predicts that, after the dust settles, essentially everybody who wants a hangar space will have one.

### **Other Airport News**

There was a deepening sink hole in the open area between the terminal building and the Blue Hangar. It finally caved in, and became unsafe. The Airport Authority immediately hired an excavator to come out, dig it out, and remedy the situation. There was apparently debris from an old building that finally collapsed. That was dug out, the hole filled with gravel, so it wouldn't settle any

further. Topsoil was put back over the gravel, and grass seed planted. Fixed.

## FAA Wright Brothers Master Pilot Awards

Besides your editor, Gregg Pardieck and Dr. Bob Walker, we have identified a 4<sup>th</sup> qualified award recipient; Joe Litz. Joe is the husband of Penny Litz, who often comes to FFFA meetings, and helps with Airplane Ride Day.

The challenge is to get people to do the paperwork in order to apply for the award. What is necessary is to get 3 letters of recommendation, write a narrative of your flying career, fill out an application form, and attach copies of your pilot certificate and some pages from your logbook. The basic eligibility criteria to receive the award is that you have been flying for 50 years (since first solo), and haven't done any terrible things with airplanes. If you're interested, let me know, and I'll help you get started on the paperwork to receive the award. [LBothe@comcast.net](mailto:LBothe@comcast.net)

The status of my own application is that I just received my 3<sup>rd</sup> recommendation letter (thanks, Gregg Pardieck), and I have most of my narrative written (easy for me; it comes from a magazine article I wrote in 2016). All I need to do is update the narrative (I got as far as moving the file to my desktop 😊) and do the application and copies.

## FFFA News

**Dues status:** The 2022 dues campaign is over. Only one person dropped out. About half of our members are paid beyond 2022. We're good.

**April meeting, on 4/14:** After dinner at San Marcos, we headed over to the museum. We had a discussion about why we do certain common things in VFR flying. Most of it centered around communications at both towered and non-towered fields.

**Next meeting, May 12<sup>th</sup>:** 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. We will definitely talk about the upcoming Museum Airplane Ride Day. Any other topics or programs will be announced with the meeting reminder message early next month.

## FFFA Member Activities & Accomplishments

For the first time in quite a while, Helmut Weislein and your editor did not fly anywhere for food in the past month. Helmut, however, has been working on and flying his recently-acquired glider. He is pictured below, in the glider, with "UPS" Bob Walker looking on. And you should take notice of UPS Bob, because he's the person responsible for excellent glider articles we get to read each month.



Helmut Weislein, in glider, and "UPS" Bob Walker  
Picture by John Uhl, submitted by Steve Morse

Part of the reason for no food flights is that your editor hasn't flown at all in April, due to having cataract surgery. Both eyes have new lenses, and the distance vision is very good. Absolutely no discomfort. Now I'm on hold for the 2 weeks before the examination for new, prescription glasses. The glasses are necessary to fix astigmatism and for close work. I can't wait!

## Aviation Humor

No humor items this month.

# LSC Glider News – Spring Break with a Glider

By Bob Walker (“UPS Bob”)

During the last week of March, Dr. Bob Walker and I met up for some warm weather soaring at New Hibiscus Airpark, about eight miles west of Vero Beach Airport, in Florida. This article covers the challenges of towing a glider across the country, and flying in a new location.

**Packing Up the Glider** Moving a glider across the country requires special equipment and methodical planning. The first step is to ensure the trailer is in good shape. Tires (including the spare), wheel bearings, brakes and lights should be in good condition. The emergency lane of a six-lane interstate is no place to perform repairs.

The glider must be carefully disassembled and packed away in the trailer. The cockpit should be emptied of heavy items such as wing pins, water bottles and the parachute. The fuselage and wings must be secured to prevent movement on rough roads. A cover is placed over the canopy to prevent damage during loading and unloading.

After the glider is safely packed away, it's important to take inventory of the tools and parts necessary to reassemble the glider. After a few times of forgetting things, I finally created a checklist. A few years ago, I arrived at Minden, Nevada and found that I left the trailer keys at home! Overnight shipping is a wonderful thing, and Brown is a good color.

**On the Road** I'll be honest, towing a glider on busy highways makes me nervous. For this reason, I plan routes and driving times to minimize traffic. The long trailer seems to attract attention. A few times a day, someone will momentarily pace alongside the trailer, beep and then speed by. I'm left wondering whether this was a “hi there” beep or a “your tire is on fire” beep. (Ed. hint: Bob, it's time to get worried when they beep and *point!*)

Stopping for gas can also be stressful. I always look for truck stops where I won't have to back up. In spite of careful planning, I usually find myself backing up at least once during a long trip. Since I'm a terrible backer, the trailer seems to have a mind of its own - it could go left, right or straight to the rear. Meanwhile, the other drivers become highly impatient and begin zipping around the trailer like mad hornets. Invariably, a few drivers will communicate their innermost feelings with long blasts of their horn.

**“You Have Arrived”** The long drive is over, and it's a huge relief to arrive at the destination and park the trailer. Now it's time to reassemble the glider, do a preflight and find a tie-down spot. Before the first flight at a new airport, it's important to get a thorough briefing on local procedures. This is also a good time to learn about special use airspace, local airports and traffic. Off-airport landings are not recommended.

**New Hibiscus Airpark (X52)** New Hibiscus Airpark is only 8 miles west of Vero Beach, an area with dense training, jet traffic, and home to Piper Aircraft. Runway 18/36 at Hibiscus is grass and 3,100 feet long. The surrounding terrain is flat with very few manmade obstacles. In addition, there are many small private airports in the area. However, much of the area is alligator infested swamp.

Treasure Coast Soaring Club operates from X52 and uses a 250 HP Piper Pawnee to tow. Zoom! What a great towplane – the acceleration is fantastic! On weekends, the club has a handful of student flights. Good soaring days bring out local pilots with their own ships. It's a very active club with a friendly and helpful crew. During our ten-day stay, Bob and I had nine flights each. Most of the days were very windy (i.e., greater than 20 knots), but the quick acceleration of the Pawnee made for safe, controllable takeoffs.

**My Obligatory ADS-B Plea** Dr. Bob and I have ADS-B out and in. ATC and

appropriately equipped aircraft can see us! In addition, our Mode S/ADS-B out transponders communicate directly with TCAS systems installed in jet aircraft. TCAS can provide the jet with TA (traffic advisories) and RA (resolution advisories) to avoid glider conflicts. Our gliders also have ADS-B, ADS-R and TIS-B in. This enabled us to see most of the surrounding traffic. ADS-B out and in significantly enhances safety when flying in areas of dense traffic. (Ed note: It can also be overwhelming. It is difficult to visually acquire all the traffic shown on the screen. This can be quite disconcerting.)

**Conclusion** Visiting and soaring at other airports can be challenging, fun and educational. You simply need a reliable trailer, good backing-up skills, and a little gas money. For me, even with only 2 of the 3, it's the perfect vacation. .... Fly safely!

## 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 FFA on occasion supports the museum with gifts of money for worthy projects.*

FMI [www.freemanarmyairfieldmuseum.org](http://www.freemanarmyairfieldmuseum.org).

The past month has been marked mainly by administrative activity.

- The museum's Privacy Policy has been revised, reviewed by the Board, and a copy given to legal counsel.
- A 2-page listing of the various Buildings & Grounds maintenance tasks has been developed. This will help volunteers get these things done on a timely basis. Volunteer Gary Fuquay is taking over the building maintenance tasks.
- Dan Kiel, after many years of service, has resigned from the Board. Dan will stay on as a volunteer, and help us as necessary, like for Airplane Ride Day.
- Michael Knecht (recruited by Dan) will join the Board in May.

- Director Tom Oktavec has taken over management of the museum Gift Shop. He has already added a series of less-expensive airplane prints for sale, chosen/ordered select toys for kids, and ordered additional T-shirts. He's working up an order of DVDs. Other items were inventoried and found to be in good supply. .... Besides taking over the Gift Shop, Tom will be answering the museum phone; forwarded to his cell phone. Larry Bothe had been doing that for 3 years; it was time for someone else to take a turn. Since most requests for tours come in by phone, Tom is also now the defacto tour coordinator.
- Director Karen James is working on improving the Membership Program, after it got off to a kind of rocky start in February. .... Karen will also monitor and respond to museum email.
- Director Vern Seibert will check the museum's mailbox almost every day.
- Being relieved of some of the functions listed above will allow Larry Bothe to concentrate on the core functions of Curator and Treasurer.
- Airplane Ride Day pilots, airplanes, and ground volunteers are being solicited.

There was only one new display created in the past month. That's a framed collage of military paper currency that was used in the Pacific Theater during WWII. It is hanging on the outside of the acoustical partition around the staff area in the Library Room.

## Airline Perspective – Cancelled Flight!!!

by Adam Springmeyer

They say *April Showers Bring May Flowers*. I can tell you that we have been getting a lot of that in the Pittsburgh area. We have had only 4 clear and sunny days this entire year, and officially had more cloudy days than Seattle, WA. So, come out to Pittsburgh and enjoy our hospitality, as our weather is not



our biggest selling point!!! ..... This month we have some updates on previous news, and also a report on how the pilot shortage is affecting air travel.

We previously reported that Frontier would buy 51.5% of Spirit Airlines, and the two airlines would merge. But now JetBlue has come into the game with more cash than Frontier, offering to buy over 85% of Spirit. It is still unclear which of these mergers is going to happen.

Here's an example of what can happen to employees when airlines merge: An internal source at Spirit told me that their May flight attendant schedules were set for mostly day trips out of Atlanta (ATL). He also said that in the expected merge, he was no longer able to hold Detroit (DTW) as his base, and was merged into the Fort Lauderdale (FLL) base. He was originally only 160 slots from holding a Captain's bid, but now that could be in jeopardy. .... We'll keep following this story as it develops.

We just finished the Easter Holiday, and Spring Break will soon be Summer Vacation. Most of my flights these past 2 weeks have been full or oversold. The only time we see open seats is due to missed flights at the hub cities. The question is: Does this indicate that traveling is back? Does the rising cost of gasoline, or inflation, have any effect? Does extending the Federal Mask Mandate until May 2<sup>nd</sup> matter? **(FLASH: The airline mask mandate was found unconstitutional by a Florida federal judge, and dropped on 4/18. Ed.)** There is an increase in business travel, which is putting a greater demand on every seat. The price of tickets has not yet gone up a great deal. The answer is, "it's too soon to tell."

However, the one thing we are noticing is the lack of staffing at all levels; pilots, flight attendants, mechanics, dispatchers, and ground personnel. Hiring has been going on like crazy in every field for every airline. The

biggest delay is the amount of time it takes to get a new person up to speed, and the number of people it takes to get it accomplished. Here's a compilation of how many pilots it takes to create new pilots.

- You have a class of new hire pilots. Some classes may be as large as 48 people. First, you must have an instructor who is a qualified pilot to teach the class. That's 1 pilot.
- After the ground school on systems and procedures, the class is divided into groups of 2. Those 24 pairs have to each be run through the ground (cock-pit procedures) and flight simulators. There are 4 of each kind of sim. That's 8 more instructors; now we're up to 9 instructor-pilots.
- When the training is complete, you need examiners to issue the type ratings. This can be done by a minimum of 2 examiners over the course of the entire class. Now we're up to 11.
- Finally, the new pilots will have to accomplish Line Operating Experience. This requires 1 Line Check Airman (LCA) for each new First Officer. As this takes up to 25 hours of flight time to finish training, you will need a minimum of 12 LCA to get through each class.

This makes the grand total of 23 instructors to teach the new hires. This is 23 pilots that could have been used flying passengers. Therefore, hiring new pilots initially hurts the flight schedule, until the newbies are fully trained and functional on their own. All this training is making airlines pull down their schedules for the next several months. JetBlue announced they are going to cancel 9% each week. Southwest has announced they will cancel the same amount if not more. I am sure more and more airlines will cancel flights until staffing gets back to the appropriate levels.

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 answered, please email me at [adam.springmeyer@gmail.com](mailto:adam.springmeyer@gmail.com). Fly Safe, and Blue Skies.

## Interesting Aviation Links

**Pima Air Museum**; 16 min. video of the museum, much of which is outdoors. Submitted by Tom Miller.

<https://youtu.be/7TCTdGn7dJc> **Bonus:** Video tour of the B-29 *Sentimental Journey*, also located at Pima Air Museum. Tom sent this as well.

<https://www.youtube.com/watch?v=6TcTDd2v090>

**Ed. Note:** I have been to the Pima Air Museum twice. It is in Tucson, AZ, which is where my college roommate settled after retiring from the Air Force. Tucson is also the home of Davis-Monthan Air Force Base, and AMARC, the Aircraft Maintenance And Regeneration Center, better known as *The Boneyard*. The Pima Air Museum is definitely worth seeing, and they have an agreement with AMARC to take people on bus tours of the Boneyard. Go there. It's neat!

**Museum Airplane Ride Day is Saturday, June 4<sup>th</sup>.** For those of you who usually help with that activity, or would like to help, please save the day. Contact Larry Bothe at 812-521-7400, or email [LBothe@comcast.net](mailto:LBothe@comcast.net). Thanks for your help.

## Announcements, Sell/Buy

### 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](http://www.soarky.org), or call Mike Carlson, President, 502-321-6349.

### FFFA Officers - Contacts

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## Local Event Calendar at a Glance

**FFFA meeting, on May 12<sup>th</sup>, 7:00PM**, at the museum. Dinner before the meeting at San Marcos, 5:00PM.

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. 10<sup>th</sup>)

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.

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### **Association & Meeting Information**

**Freeman Field Flying Association** meets the 2<sup>nd</sup> 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 4<sup>th</sup> of July.

**Airport Authority** meets the 3<sup>rd</sup> Monday of each month at 7:15 PM, terminal building conference room.  
**Freeman Army Airfield Museum** board meets the 3<sup>rd</sup> 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](https://www.amazon.com/smile) 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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