



Freeman Flash

NEWSLETTER of the FREEMAN FIELD FLYING ASSOCIATION

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Larry Bothe, Editor

Website: www.freemanfield.org

D's Diner to Open Nov 2nd

D's Diner, located in the old Airport Café building, is set to open for business on Monday, November 2nd. They already have their Board of Health approval. Food will be delivered on October 28th. Note that Monday will not be the *Grand Opening*; that will happen later, date TBA.

Initially D's will be open for breakfast and lunch, Monday through Friday. They have seating for about 35 people. There is another section in the restaurant which will be opened up if business really takes off. The renovations they have made (it was most recently accounting offices) will allow them to go to a cafeteria serving line format if that becomes desirable.

Since the building is not right on the flight line it doesn't have the aviation appeal of being able to watch planes take off and land. However, they still hope to attract townfolk (not just factory employees) to go there and eat. If they get sufficient call they will be open on weekends, thus making Freeman Field a destination for weekend aviators looking for a bite to eat.

FFFA News

The October meeting was a pitch-in and movie. Attendees ate fried chicken and watched the movie *Immortal Beaver* (about the DeHaviland DHC-2 Beaver). During the short meeting before the movie Karen told

the group about a series of programs she has arranged for future meetings. They are:

Nov 3rd; speaker, Nancy Warren will talk about flying DC-3's

Dec - ??; Christmas party. Maybe at D's Diner.

Jan 5th; movie night, *Dolittle Raiders*, provided by Berl Grant

Feb - ??; car or van trip to Wilbur Wright Birthplace Museum, Hagerstown, IN

Mar 1st; Power Point presentation on engine failure, by Larry Bothe

Apr 5th; speaker, TBD

The goal here is to have an interesting activity for each FFFA meeting so members will have a real reason to attend. Karen can't keep creating all these programs by herself. Please help her by making suggestions for future programs, or, better yet, put on a program yourself. It doesn't have to be elaborate. Something as simple as leading a discussion on an aviation subject that interests you would be just fine.

Cherry Hill Aviation Day Report

We had a nice turnout, although not as great as in prior years. That was to be expected since there was little time for advertising. Lance put the whole thing together in about 2 weeks. Some 30 planes came in during the day. The relatively good aircraft fly-in participation was the result of

Lance using his database of owners (airplanes he has worked on) to send out invitations.

Food was provided by Jason & Nicole Petro of Red Star Pizza, but the menu didn't include pizza. Instead they cooked hamburgers and hotdogs, which seemed more appropriate for the event. Jason and Lance cooperated with the Freeman Army Air Field Museum and allowed them to sell the drinks. Unfortunately, the day was cool and pop sales weren't popular.

Right now we don't know what will happen with an Aviation Day for 2016. Perhaps the Freeman Field Flying Association and Cherry Hill can get together and do it as a joint venture. The people in charge of the 2016 Indiana Statehood Bicentennial for Jackson County have already approached us and asked if any large airport activity could have a bicentennial theme, or at least have the word "bicentennial" in its name.

Airport News

Other than the imminent opening of the restaurant at our airport, there isn't much going on. The airport authority meeting on 10/19 didn't yield anything of particular interest to pilots.

Member News and Accomplishments

Cherry Hill Aviation student **Lance Wood** passed his Private Pilot checkride on 10/17. That's the first new local pilot in a long time. He is now looking into buying a plane.

The FFFA welcomes new member **Richard Farlow**. He is a student pilot from Bedford, IN. He came upon our organization by way of our new website. He has faith in our organization; he paid 3 years of dues in advance.

Dan Shirley has been fighting colon cancer for several years. Following chemo and an operation the cancer was in remission for a

while, but about a year ago it came back. After additional lengthy chemotherapy treatments we are pleased to report that a PET scan 2 weeks ago showed **no evidence of cancer**. Way to go, Dan!

Long-time student **Erick Lizenby** came to Aviation Day. He bought a house and got married. With those hurdles behind him he intends to get back into flying and finish up his Private certificate. That will be easy for him since he has all his required flight time. He just needs to take the knowledge test (again!), brush up on his flying, and take the checkride. Erick could well be our next new pilot.

Dental surgeon **Scott Tate**, Lance's Decathlon student from last year, is looking into buying a plane. We hope he finds one he likes and does a deal. Scott is really into flying.

Treasurer's Report

For the period: Sept, 2015

Opening bal, all funds	10,677.80
Opening bal, chkg acct	3,663.57
Income	
Dues	
Other	
Total Income	
Expenses	
Electric bill	10.25
Sewer bill	18.28
Water bill	14.87
Other	
Total Expenses	43.40
Transfer from MMF	
Transfer to MMF	
Closing bal, chkg acct	3,620.17
Mny Mrkt Fnd, opng bal	7,014.23
Checks written	
X-fer in from chckng	
Interest earned	
End bal, MMF	7,014.23
Net change, all accounts	-43.40
Grand total, all funds	10,634.40

Museum Archives

The museum continues to make numerous small improvements. Most recently they include cleaning up our last remaining empty glass display case for use in the annex, and cleaning out and reorganizing the furnace room storage area attached to the main museum building. During a recent trip out east, Director Pat Brod found some inexpensive drapes for 5 windows in the main building. They require some alteration, which Pat will do (sewing is her primary hobby). Pat intends to donate the drapes so there will be no cost to the museum for this enhancement. We have not yet reorganized the "office area" in the annex to improve visitor experience, but we're working that way.

The Indiana chapter of the United Flying Octogenarians (UFO's) held their fall meeting at the museum. The museum hosted them before about 2 years ago. They were amazed at the changes and improvements we have made since their last visit. It's really nice to have these things noticed.



UFO picture by Karen James. That's our own George Robbins, top left.

Mike Jordan donated the purchase cost for 72 coffee mugs to be sold in the museum's new store area. Larry Bothe did the same with the series of DVD's now offered in the store. The seed money from Mike and Larry allowed us to get started with no risk. When

the time comes we will restock with money from the sales.

While cleaning out the FFFA storage area Karen James and Larry Bothe came upon some WW-II era aviation navigation classroom training aids for VOR and ADF. We moved them to the museum with the intention of creating a display with the theme of bombers finding their targets and then getting back home again. The FFFA will of course be given credit for donating the artifacts.

Flying the Luscombe 8A

By Larry Bothe, 9/27/2015

As a CFI, DPE and tailwheel guy I sometimes get to fly interesting airplanes. I get calls for instructional situations that other people can't or won't get involved in. Such was the case when my phone rang about 10 days ago. A guy wanted instruction in a 1946 Luscombe 8A. OK, I have a little time in Luscombes; I could do that. But what's going on here? Why me? After two preliminary phone calls and then actually doing the instruction, here's the story.

This older guy (turns out Joe 77, so I can still say "older") bought the 8A about 2 years ago; had never flown it. He rode in it when he bought it; that was it. He had the airplane delivered to him at the grass strip where he lives (OKYO, Owen Air Park, about 25 nm south of Cincinnati, OH). He had just built a house at the air park and had so much finishing work to do on it that he had no time for the plane. And he was flying a friend's Cessna 170 until it got wrecked in a storm. Now the house is about done and the 170 is gone so he wants to fly the Luscombe. He has about 500 hours tailwheel over the years, but zero Luscombe time. His flight review is current. The insurance company required that he get at least 1 hour (only 1) of dual in the plane before they would cover him. Problem: No conveniently located instructor had any Luscombe 8A time. The few he contacted wanted a small fortune to come to his strip to do the instruction.

Some were afraid of the runway. It's grass, 2300 feet long, narrow, and is a "one-way runway". That means it is steeply uphill. You land uphill and take off downhill, regardless of the wind. If

it's very windy you just don't fly. There are power lines on the uphill departure end, making a go-around an issue if you wait too long. Oh, I forgot to mention that the Luscombe has no electrical system so you have to hand-prop to start it. Hand-propping is rapidly becoming a lost art; even most instructors have never done it.

Back in the 80's I used to fly my Skyhawk, and later a Skylane, into a 1600-foot one-way strip on the coast of Maine near my mother's summer cottage, so I figured I could handle the runway at Owen in my Champ. Joe assured me the 8A was in annual and in excellent shape. I (almost) always appreciate the opportunity for an adventure so I quoted Joe a reasonable travel fee plus an hourly rate for instruction, which he readily accepted. We were on!

I flew over there on a beautiful day in mid-September. The airplane really is in nice shape. It had been painted metallic silver with a yellow/black checkerboard empennage and yellow "invasion stripes" on the wings. That's sort of an odd paint job for a non-aerobatic Luscombe, but it had been painted that way by a previous owner to match a P-51 he also owned and flew on the air show circuit. The interior had also been redone with very nice light gray cushy seats.



After a quick check of the logbooks and paperwork to assure legal airworthiness it was time to go flying. A thorough preflight inspection didn't turn up anything badly negative. The 65 hp Continental started on the second blade pull, a good sign. The downhill takeoff with a slight tailwind was uneventful. The airplane will never be accused of being overpowered. Climb was anemic. We did some air work and then took the airplane to a nearby paved airport to get fuel. Joe was surprised at how easy the Luscombe was to land on pavement. After getting fuel we

made one more landing on the pavement to make sure the first one wasn't just good luck, and then headed back to the grass strip. Joe made 3 more landings there just to raise his comfort level. He had some trouble with the heel brakes, which were no trouble for me because the plane doesn't have brakes on the right side. Other than a bit of over-control with the rudders Joe flew the airplane just fine. Now he needs practice to gain full proficiency.

You often hear about the terrible plight of the flight instructor; underpaid, long hours, students who try to kill them, etcetera and so forth. But just once in a while a flight instructor has a really good experience. I view my day with Joe and his 8A as an all-expense-paid fun aviation adventure, with a little money left over for my next annual. It doesn't get much better than that. Just be sure that when you seek adventure, you don't get in over your head.

One final note: This happens to be the 3rd Luscombe 8A I have flown, and I find the airplanes easy to fly. They have a bad reputation for ground-looping, but I don't think they are as bad as folklore makes them out. What Luscombes need is a new press agent. And this isn't because I don't know about ground-loops. Over the years I have gotten the "quick scenic view" twice; once in a Cub, and later in a Champ (not mine). All taildraggers must be handled with care.

Interesting Aviation Links

Canadian hoverboard flies – Looks to be dangerous, but great fun! It's no wonder they fly it over water. From Paul Rawnsley, 10/19/15

<https://www.facebook.com/cbcnews/videos/10153729011224604/>

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.
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

Nov 3; FFFA meeting, 7:00, Nancy Warren will talk about flying DC-3's

Dec ???; FFFA Christmas dinner, location, date and time to be figured out.

Freeman Field Flying Association meets the 1st Tuesday of each month at 7:00, FFFA Bldg
Airport Authority meets the 3rd Monday of each month at 7:15 PM, terminal building conference room.
Museum Board meets the 3rd Tuesday of each month, 6 PM, main museum building library room.

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