

HANGAR ECHOES

EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 168 DALLAS TEXAS

Frank Poplawski, famous aircraft painter and long time member of Chapter 168, died quietly in his sleep at his home in Ennis, Texas on December 3, 1996. Any one who ever had his aircraft painted by Frank, greatly respected the man for his talent as an aircraft painter and they got to know a truly interesting and caring person. If your airplane sported the famous Poplawski logo, as seen below, you knew you had the best. Frank would not paint an airplane with a paint scheme that he did not like. Early in his career, he painted a few planes in somewhat wild paint designs and when the owners came to pick them up and were less than pleased, he had trouble collecting his money. Thus almost all the airplanes painted by Frank have simple, elegant paint designs and the paint job still looks "New" several years later.



Frank Poplawski

Frank was born June 21, 1913 in Adams, MA where in his teen age years he started taking flying lessons in 1929. This began a lifetime of owning, flying, building and painting airplanes. Frank began his painting in Saginaw, Texas in 1949. He moved the business to the Cleburne Airport in 1965. Then in 1969 he moved the painting business to the Ennis Airport where it is still operated by his son, Francis. Francis literally grew up in the business. Father and son would alternate putting on the several coats of paint. Around 1971 they switched to the new Sherwin-Williams polyurethane paints and Frank found out he was allergic to this paint. Therefore the trigger man for the paint became Francis.

Frank received a number of awards for his painting with a number of them being Oshkosh winners. We in Chapter 168 were all proud of Frank when his VariEze (painted cream with

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a green strip) won People's Choice in 1980 in Kerrville. The next year he returned and won Grand Champion. This VariEze which Frank was still flying in 1996, was first class throughout as might be expected for a Grand Champion. Francis mentioned that his dad was getting the Eze ready to fly for the 1997 flying season. The N number on this plane is N60P since Frank felt he has owned 60 planes up to the point the Eze flew.

So what were all the other airplanes? Frank was big in Mooney Mites. He had several at one time of which one he took to Oshkosh, but it was overlooked because of the number of modifications. Currently one of his Mooney Mites is in Dr. Pay's museum in Albuquerque.

Frank and Francis' next project was going to be a Glasair II. Even though they bought the kit several years ago, Frank recently acquired the update modifications to make it a tri-gear with the longer wings and larger tail. They purchased an O-320 with just 565 hours since new for this project. Francis indicated the project is for sale for \$15K. A fantastic opportunity for someone. (Call Francis at 972-875-2111)
continued
on next page

Frank was active in the Texas State Aviation Association and for several years flew on its "State of Texas Air Tour". He was also active in the OX-5 Aviation Pioneers, Experimental Aircraft Association, and the Knights of Columbus.

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Frank, we will miss you!! Our love goes out to your family.

By Don Christiansen and Marvin Brott

Chapter 168 News

By Marvin Brott

- Congratulations to Jeff Hansen for making his first flight in his RV-4. This was accomplished on January 9th at Aero Country. Everything went well after the fuel injectors were cleaned. We will have pictures and story in the next Hangar Echoes.
- Congratulations to George Huber for receiving his Private Pilot license. George is now in the process of getting his KR2-S painted. Reports are that this is another super smooth glass ship and not too far away from first flight.
- Red Marron has his RV-6 back out to the paint shop for some touch ups and a clear coat. Obviously getting ready for the 1997 flying season.
- Bo Bauereis will be getting his Glasair III back from Mesa, Arizona sometime in February where its been in final assembly. This is another story for our newsletter.
- Tom and Bonnie Lewis signed on the dotted line to build a new home and hangar on Pecan Plantation. Will be complete sometime later this year. We now know where some of our future fly-ins will be.
- Ann and Mel Asberry held a great New Years Eve / Newsletter Assembly Party with plenty of food and friends. Tom and Bonnie brought hundreds of pictures of their trip from last summer which was chronicled in our newsletter. Some time in the March time frame we will have them give a slide show at a chapter meeting. Thanks, Ann and Mel for a good time.
- Thanks go to Lad Doctor for all the time he spent in telling us and showing us the Cavanaugh Flight Museum.

If you some Chapter 168 news, please call 972-235-5552 and leave a message.

temperature gets around or below freezing we should think about handling things a bit differently.

One solution (the one I usually use) is to stay inside the house where it is warm and leave the airplane alone. However this solution does cause one to miss some beautiful flying. When the ambient temperature is cold, the air is usually smooth, and the airplane performs like an STOL speedster.

Another solution (and a better one) is to pre-heat the engine before starting. If you choose not to preheat the engine, the very least you should do is to pull the prop through several times to "loosen" up the oil. As always, of course, treat that prop as if the mags are "hot". One seemingly small thing that does a lot of good is to place a small light bulb in each exhaust and leave them on, especially during humid weather. This keeps the air around the valves considerably dryer and prevents rust. Marvin Brott, our newsletter editor, has been doing this for several years and I'm sure he will tell you that it helps.

As long as I'm here, it won't hurt to mention that Spring is not too far away. Remember that's when we need to watch seriously for bird nests and wasps and mud daubers around pitot tubes, fuel vents and cabin air inlets. You haven't lived until you've been confronted by an angry wasp entering the cabin at lift off.

SAFE & HAPPY FLYING (in that order), MEL

Some Cold Weather Flying Tips

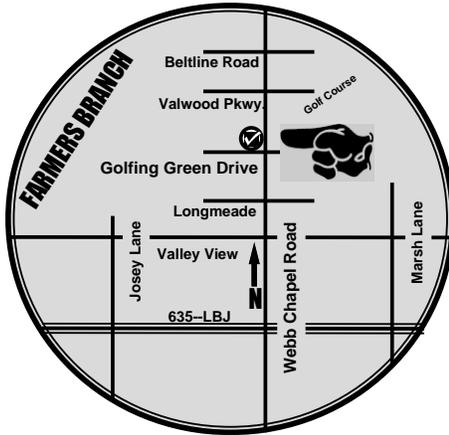
By Mel Asberry

In this part of the country we are not often confronted with having to "pre-heat" our aircraft engines; but occasionally it does get cold enough to consider pre-heat. Any time the



February 4th Meeting

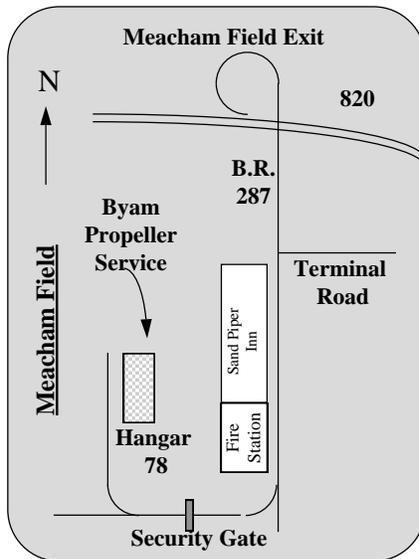
Our February 4th (first Tuesday) Meeting will be held at the Farmers Branch Library, located on the Northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish at 8:45 p.m. Please plan now to attend!



Our February 4th meeting will feature Karl Byam who will present everything you need to know about propellers, such as tracking your prop, repairs, dynamic balancing/vibration analysis, and service.

February 8th Fly-In Drive-In

On February 8th (Saturday following the chapter meeting), the Chapter 168 fly-in/drive-in will be at Karl Byam's Propeller Service Inc. on Meacham Field. (817) 625-0161 See map for driving or contact tower for directions after landing.



Internet Addresses

<http://vline.net/eaal68>
<http://www.eaa.org>
<http://www.faa.gov>
<http://ceps.nasm.edu>

Chap 168
 EAA Nat
 FAA
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Calendar of Events

- April 6-12 Lakeland, FL 23rd Annual Sun N Fun EAA Fly-In at Linder Regional Airport 941-644-2431
- July 30 - Aug. 5 Oshkosh, WI 45th Annual EAA Fly-In and Convention at Wittman Regional Airport
- Feb. 22 9-11AM Chapter 34 Sponsor of The Maintenance Seminars at Charlie Browns Hangar, Spinks Airport, contact

Chuck Bodin at (817) 572-4645. First seminar Karl Byam of Byam Propeller and Shane Stuart of Sport Aviation Co.

February 13th Director's Meeting

The February Director's Meeting will be from 7:00 - 8:45 PM at the Farmers Branch Library on the 13th. The following is a report by Gerry Mizelle from the January meeting.

- Dennis Gibbons reported to the board the information he gathered on chapter hats. A discussion took place regarding the hat options, color, etc. Ann Asberry made a motion for the chapter to purchase 100 Blue hats which would be sold for five dollars to chapter members. This motion was seconded by Jerry Mrazek and approved by the board.
- Chapter Badges were also discussed and A.D. Donald will review the current inventory and report back. Monroe received a letter from National requesting chapter articles about volunteers. Marvin Brott will call National to determine if the current articles in Hangar Echoes meet the criteria.
- Michael Carver discussed the Young Eagles program and, after a board discussion, selected 10 May at Love Field with Dallas Jet being the sponsor.
- A discussion about Chapter 34 manning a booth, 1/30 to 2/1, at the Arlington Convention Center for the Soaring Society was held.
- Monroe opened a discussion about Kerrville. We currently do not have a volunteer to run the Flight Line Operations which 168 had in past years. Monroe McDonald and Richard Robbins will attend the Kerrville Meeting and report the status back to the chapter next month.

New Members joining during December:

- Brian Hagen, Building an RV-6 (1%),
- Brad Mitchell, Flies Grumman Tiger and Aeronca Chief,
- Perry Payne, Building an Air Creation Ultralight (50%),
- Mike Sogar, Building an RV-6 (1%),

February 25th Newsletter Assembly

The February issue of Hangar Echoes will be assembled at Nancy and Monroe McKonald's home on February 25th starting at 7:00 PM. The address is 10021 Pensive Drive, Dallas Tx, phone 214 352-1564. Don't miss this newsletter assembly.



A Message From the President Monroe McDonald

January Activities

The regular and airport meetings this month were both about the Cavanaugh Air Museum at Addison airport. Laird "Lad" Doctor educated us about how the museum full of WW2, Korean and Vietnam war aircraft got there, and made some of us a little envious of a job that "requires" flying all those exotic aircraft. The attendance at both events was quite large considering that the weather was frigid, and the museum hangars were unheated. They also have a great collection of warbird paintings and historical collages; these are in the office/gift shop area which is heated. This is a recommended visit!

Coming Events

February will also have "paired" activities; Carl Byam of the Fort Worth Byam Propeller shop will tell us all about the world of propellers, and then show and tell at his shop on Meacham Field. We will again "ad lib" a lunch spot there, and try to make sure that no one gets left behind.

Southwest Regional Fly-in aka. "Kerrville"

On the 18th, Richard Robbins and I attended the board of directors meeting for this organization at the Kerrville airport. This turned out to be a tumultuous and historic meeting. There have been rumblings of discontent about the course that operation has taken the last few years; I didn't know how serious this was, and wanted to see for myself. We did.

Every EAA chapter in Texas has a place on this board, allocated two representatives, but they are not allowed to vote unless the chapter is represented regularly. We had lost our currency for non-attendance, and only a handful of chapters were represented. I suspect this apathy may have had something to do with the aforementioned discontent.

Skipping the intermediate unpleasantness, the result of the meeting was that Bob Reece, who has carried the burden of running this fly-in many years, was voted out of office, replaced by Stu McCurdy, running on a platform of opening the planning of future fly-ins to radical changes, including moving to a larger airport, to make the fly-in more attractive to members and vendors, and maybe have fewer weather problems. Committees were formed to look into variations of these new ideas; as a representative of a major metro chapter, I am on the committee to investigate possible new sites. I will no doubt need some help in this project!

Changed Meeting Dates!!

In the months of March and April our meeting room at the Farmers Branch library is not available on our usual 1st Tuesday, and will be held the next night, on Wednesday. Repeat, the February meeting will be at the usual Tue, Feb 4, but the March meeting will be Wed Mar 5, and the next on Wed Apr 2. Don't be early!



RESOLUTIONS '97

By Peggy Fry

Hi to all of you in Chapter 168. We miss you all. Our mailing address is 2931 Rickerts Rd., Perkasio, PA. 18944 Ph: (215)249-0497.

Hello! Is anyone out there? We haven't forgotten you all! Happy New Year from beautiful Bucks County Pennsylvania! Where the roads twist and turn (you couldn't possibly land a plane on one because they just don't go straight for long enough of a stretch...) The hills come up to greet you on all of your final approaches... and where there are trees - oh so many trees!

Many thanks for all the well wishes and prayers on our departure. They were deeply felt. We departed for our flight the Wednesday before Thanksgiving. We had perfect weather and tailwinds to boot which allowed us to complete the trip from McKinney, TX to Allentown, PA in one day! A rare feat! We cruised with severe clear at 9500' all the way to Bowling Green, KY. where we made our one and only pit stop for fuel. The folks were friendly and the facility was very nice. On the next leg we had to divert east of our planned route of flight to avoid a snow storm and then headed back north over the Appalachian Mountains. The briefer we spoke to at our stop in Bowling Green had warned us that Allentown International was having 22 mph wind with gusts up to 30 mph - he was right. Bob landed after dark (so many fewer daylight hours flying in the winter) at about 5:30 pm. I don't remember the wind direction, just that it was off to our left. Being in the right seat I was busy gripping my seat and calling out our airspeed and altimeter readings for Bob as he wrestled us to the pavement. Thank goodness for all of our crosswind landing training in the windy Chicago area. We left the 206 to be safely hangered at Hangar 7, climbed into the rental car and headed to Bob's folks.

November 30th Bob flew up to Pennridge Airport, our new airport base and I drove the car to pick him up. Pennridge is a beautiful airport nestled on a ridge. The runway is 4215' x 100' paved. The FBO is spotless and has a wonderful pilot's lounge upstairs. We have an ILS and DME approach. We've met Grant Fry, the aircraft maintenance man (no relation but so friendly we feel like we're family). The flight instructor, Keith comes highly recommended and we've talked to him about starting our IFR training. Joe mans the desk by day and Chuck is there in the PM. There's picnic tables all around, but of course they're covered with snow and ice right now. Little by little we're meeting all the airport bums like ourselves. They've told us of all the great \$100 hamburger places and we were able to fly over to Chester County Airport one Saturday and check out their fare. It was an easy trip

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from Pennridge. Just spot Limmerick's towers to the northwest (stay to the south of them). Pick up Rt. 30 on your chart and follow that west to Chester Co. They have a great new restaurant on field and again - friendly folks! Pennridge has an active Pilots Association that we plan to get involved in. The coffee is always good and hot, so if you're up this way make sure you stop in. If you give us a call (215) 249-0497 we'll be glad to come pick you up and make sure you don't leave without your belly full and your body rested.

Christmas came and went. We're not sure how we managed all that but by the grace of God. We ushered in 1997 by playing games, watching TV and eating ourselves into the next year! Which brings me to the real gist of this writing...my New Year's Resolution! What else, but of course to lose weight! But now, hold on fellas - you haven't listened to my sure fire weight loss program! Read on...

Private Pilot Weight Loss Program

All activities listed below should be done as frequently as possible, without jeopardizing healthy family relations and must take into consideration that without some sort of earned income one would not be able to continue the "program". Calories burned are noted after each activity.*

Go to airport. Park car at terminal.

- Walk to hangar. 25-100 calories(depending on distance)
- Push open hangar. 15 calories
- Preflight plane. 30 calories
- Pull plane from hangar. 30 calories
- Walk over to hangar buddies and discuss breakfast/lunch rendezvous. 25-100 calories (depending on distance)
- Walk back to plane. 25-100 calories (depending on distance)
- Climb into plane. 10 calories
- Do run up. 10 calories

Follow standard airport procedures at your departure point. Take route of your choice to rendezvous point. Engage in friendly chatter with flying buddies on radio frequency. It is important to be relaxed and comfortable before you enjoy your meal...Follow standard airport procedures at your destination point.

- Park your airplane. Tie down your airplane. 20-50 calories (depending on wind gusts)
- Walk around to other buddies planes and engage in friendly chatter. 20-100 calories (depending on number of planes)
- Walk to restaurant - park far from door. 50 calories
- Move tables and chairs to accommodate group. 20-150 calories (again, depending on size of group- the more that join you the more calories you burn!)

Sit down and pore over the menu (or if you do this often enough you will probably be able to skip this step because you'll have the menu memorized.)

- Guys chase cute waitress around table a few times. (20+ calories - depends again on size of group - the more tables pushed together the greater the distance, the more calories



burned!) Girls, go find a line guy and chase him around the gas pump!

Order lunch - think lean - but do keep in mind all the calories you're burning!..Engage in more hangar conversation. Food arrives - begin eating!

- Jump up from table and run to window to catch a (insert your favorite airplane here) landing on the runway. 75 calories
- Walk back to tables Oooing and ahing. 10 calories
- Jump up from table and run to window to catch a (insert another of your favorite airplanes here) taking-off on the runway. 75 calories
- Walk back to tables Oooing and ahing. 10 calories

Finish lunch. Walk back out to airplane (note calories above for the following steps in reverse order.) Walk around to other buddies planes and engage in more friendly chatter. Untie airplane and do preflight. (Note: if you forget to untie your aircraft don't be embarrassed. Think of it this way - you'll be burning more calories because you had to get in and out of the plane more.) Climb into airplane and do run up and so on and so forth.

Back at your home base...

"By golly if N(insert your aircraft number here) doesn't look as if she could use a good wash and wax". Now we're talking serious burning of calories! You vacuum out the interior. Armor the vinyl. Clean the interior windows. Wash the plane. Clean exterior of windows. Then you begin the tedious process of waxing and buffing. Why you're not only burning calories but conditioning....muscles! This is an incredible program! Up and down the ladder to hit the high spots. Bending and twisting to get the undercarriage. And you're even helping your hangar buddies stay fit as they walk over to check on your progress! Don't you just feel good about yourself.

As you drive home after a busy day at the airport basking in the glow of health and fitness you thank your Maker that you had the good sense to get your private license and to buy that airplane. Heaven knows what kind of shape you'd be in if it weren't for the gift of flying!

KEEP EM FLYING! I'll talk to you in February. God bless you all in 1997!

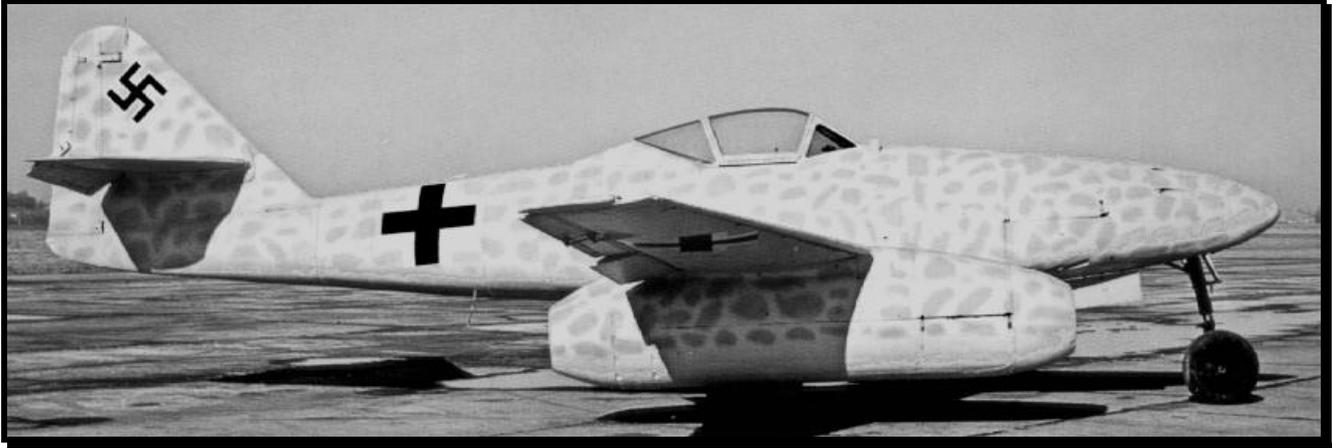
* All "calories burned" are purely the writers' wishful thinking...-



“Texas Airplane Factory” Me-262 Update

By Clair Button

It had been over six months since we last visited the “Texas Airplane Factory” at Meacham, so we paid them a return visit recently. I talked with George Tischler, the General Manager, for a while. His father, Herb Tischler,



was out getting some necessary materials. George allowed me to take another tour of the factory. A lot of progress has been made since our last visit. The nose-cone/machine gun housing assemblies, that we saw being built last time, have now been installed on all five of the fuselages. The four 30-caliber machine guns for each sure very real! The cockpit installation is complete on four of the five planes. The aluminum surface castings from the original Junkers Jumo 004B axial-flow turbojet engines are being trimmed and painted. When the service covers for the engines are raised, it will look very much like original Jumo engines are installed, rather than the much smaller, but more powerful,

General Electric J-85 engines. The second wing-set is nearing completion. Because of their large size and the limited building space for the 5 planes, the wings are being built and stored on edge. Other than a trial fitting, they will probably be stored this way until final aircraft assembly.

They have started putting the uniquely German style camouflage finish on the planes, the 1st wing-set and one fuselage are completely painted. Unfortunately,

because of this, The Tischler’s will no longer permit any photo’s to be taken for publication. They don’t want any pictures published that would take away from their plan for a “grand unveiling” of the finished planes later in 1997. It’s certainly their prerogative. This is not uncommon, Rutan and others do the same thing. I find it unfortunate however, because in this case, the details of their fabrication processes, their creative talents, and attention to detail, are more significant than the finished product. Roll-out & 1st flights will be late is 1997. George reconfirmed that EAA 168 and the other local chapters will be invited to see the planes at an open house later this year.



Stalls, Spins and Safety

by Brownie Seals

A question that gets asked and loudly debated on a regular basis is, "should spin training be required for the private pilot rating". Any who know me well have long ago learned that I believe there is wisdom in requiring spin training for all pilots. Good arguments for both sides can be offered. In the end I still believe that as long as an airplane can spin it is wise for the pilot to know how to cope with that condition.

Anyone who has been exposed to my pontifications before know that I have sounded off on the topic before. Considering the increasing sport plane activity and the slowly increasing number of new pilots, it seems that it might be beneficial to revisit "Stalls, Spins and Safety". I borrow that title from a friend, Mr. Sammy Mason, who wrote a very good book by that title (published by McMillian). I recommend that anyone interested in a long life of flying obtain and read it carefully.

The current "fashion" in teaching flying is to teach the avoidance of stalls. The very premise suggests that a 'stall' is mysterious and dangerous and like 'death' should be 'avoided' if at all possible. Its kinda like taking the position that riding your bicycle slow might cause you to tip over, so you should never ride your bicycle slow.

A stall is one of the things that airplanes do. The reasonable thing to do is to learn enough about stalls that you can use them in the pursuit of better flying. Stall landings are easier on tires and help getting into shorter fields. Elimination of excessive concern about stalls frees one to fly really slow when that is needed, like not stretching the pattern into the next county. Years ago when it was not so crowded I used to fly my 170 so slow in the pattern at Addison that the tower operator accused me of parking. He even asked me to show a visiting controller how slow that 170 could go. When Mobil flying pipeline inspectors were flying Luscombe 8s out of Love Field many years ago, they regularly placed the reportedly mean Luscombes in a stall on short final and used the high sink rate to place them right on the end of the runway with a 100-foot roll out so they could save a long taxi to the hanger. A controlled stall is a useful maneuver when you use it correctly. A stall is not to be feared. A stall is not to be avoided. A stall should be controlled and used as a method of getting the maximum performance out of your airplane. If you can't fly slow in the pattern, landing will always be more exciting than is really necessary.

As I have repeatedly cautioned, any pilot who has not has lots of stall spin training should find a really competent instructor and get thoroughly checked out before trying to practice pushing stalls to the limit. (Like the TV stunt man says - don't try this at home!). Once you have become really competent at stalls you need to keep practicing regularly. With nearly nine thousand hours in the log book I still regularly ran (run) through stall and spin exercises for all my flying life. Two, three or four times a month I would go to the practice area and spend at least an hour in exercises. It is fun and it is a life saving exercise.

Stick and Rudder by Wolfgang Langewiesche is a book I first read many years ago. I have read it over again and again and continue to get good instruction on flying from the pages of that book. Langewiesche says "*a spin is nothing but a fancy stall.*" he also says that "*the erroneous idea that pulling the stick back makes the plane go up leads to faulty reaction.*" and he says, that a stall is not dangerous . . . "*it is the faulty reaction that creates the danger*". I recommend that all pilots thoughtfully read and consider the contents of "Stick and Rudder".

Humans do not come equipped with a natural instinct to fly. It is a learned, acquired, conditioned reaction to an unnatural environment. To develop a proper reaction, a pilot needs to repeatedly experience a situation and repeatedly practice a successful method of coping. As I have said before - "if the first spin you get into you are alone, it is probable that that will be the last maneuver of your life". Consequentially I strongly believe that all pilots should have effective training in spin recovery.

Sammy Mason in his "Stalls, Spins and Safety" describes entering a spin in a Cessna 150 Aerobat without the stall horn sounding and without the usually expected buffeting. Avoiding stalls will avoid spins. But, Stalls are possible in situations that are not commonly offered as a part of a private pilot training program.

William Kerchner in his "The Flight Instructors Manual" comments "the too timid method of teaching stalls" is one of the major mistakes in teaching safe pilots. Like Langewiesche he emphasizes that stalls are caused by back pressure on the "stick" (wheel) and can only be stopped by release of that back pressure. He recommends gradually increasing the pitch up angle in teaching stalls, and in being stingy about lowering the nose more than needed. Another false idea carried over from automobile experience is that stalls are induced by a lack of power. A plane can be stalled with full power being developed. A stall recovery can be easily and successfully accomplished without power. An airplane can easily be stalled with the nose well down in reference to the horizon.

One of my most exciting stall spin experiences was during my second air show. The FAA observer had OK'd me to perform at 1500 feet. The next day the ceiling was down so the FAA guy said go ahead and do your routine with an 800-foot limit. I was a little apprehensive at that altitude, as I completed a Hammerhead turn around and found myself staring at the ground 800 feet straight down, I pulled too hard on the stick. The plane shuddered, stalled and started a spin, at 800 feet straight down. Good training saved my life. I hit the rudder, pushed the stick forward, and gently recovered to



level flight. One cannot practice really developed stalls if in great fear of a spin. Thus, it should be part of the exercise to occasionally enter a spin.

I do not feel that multiturn spins are needed. The "Safety" recovery technique needs to begin at fractional turns. An alert, spin trained, pilot will recognize the stall and rotation early and initiate recovery instantly. This type of reaction is what is needed in the most common scenario - the skidding, nose high, turn in the effort to bend an overshoot of final for a landing. I do not see a need to make airshow pilots of all flyers. Learn enough to cope with whatever a plane can, and probably will, do some day. It seems criminal to license a pilot to carry passengers in a machine which can spin without training him in how to cope with the maneuver.

When a plane is stalled, nothing - absolutely nothing - will help, except one thing, get the stick forward. Adding power will only make it go faster and probably turn it into a power spin. It is necessary to have practiced going into and out of the incipient spin mode enough that it is instantly recognized and the recovery procedure is drilled into your psyche to the point of being automatic. Remember that a spin is nothing but an aggravated/fancy stall. The FAA flight training handbook describes a spin as -- "an aggravated stall that results in autorotation. The airplane describes a corkscrew path in a downward direction. One wing is producing lift and the airplane is forced downward by gravity, rolling and yawing in a spiral path." In an earlier piece for Hanger Echoes I described a protracted stall practice drill which I found to be effective in developing spin awareness and for instilling recovery reactions. I find that my friend Sammy Mason recommends a similar exercise. From his book "Stalls, Spins and Safety" I paraphrase his suggestion. -"the maneuver is accomplished by using full up elevator when the stall occurs and holding it there. The ailerons are centered and only the rudder is used to maintain lateral control and to prevent autorotation. If the plane rolls to the right, left rudder is used to level the wings. If it rolls to the left the right rudder is used. With practice you will be able to maintain lateral control and to even make turns while holding the stick/wheel fully aft. This is the kind of practice that develops both the perception of incipient spins and the actions to avoid them." (DO NOT ATTEMPT these drills except after training by a competent instructor and do not practice this maneuver below an altitude that assures recovery to controlled level flight above 1500 feet above ground level.)

The confidence gained by developing skills to control your plane in these borderline conditions will greatly increase the comfort and pleasure of flying for fun. An added benefit is the capability to safely recover, when some distraction has caused you to make a dumb mistake that might otherwise have been fatal.

The flying weather is improving and the places to join the flying fun are getting more numerous every day.

Brownie Seals MC# 317599