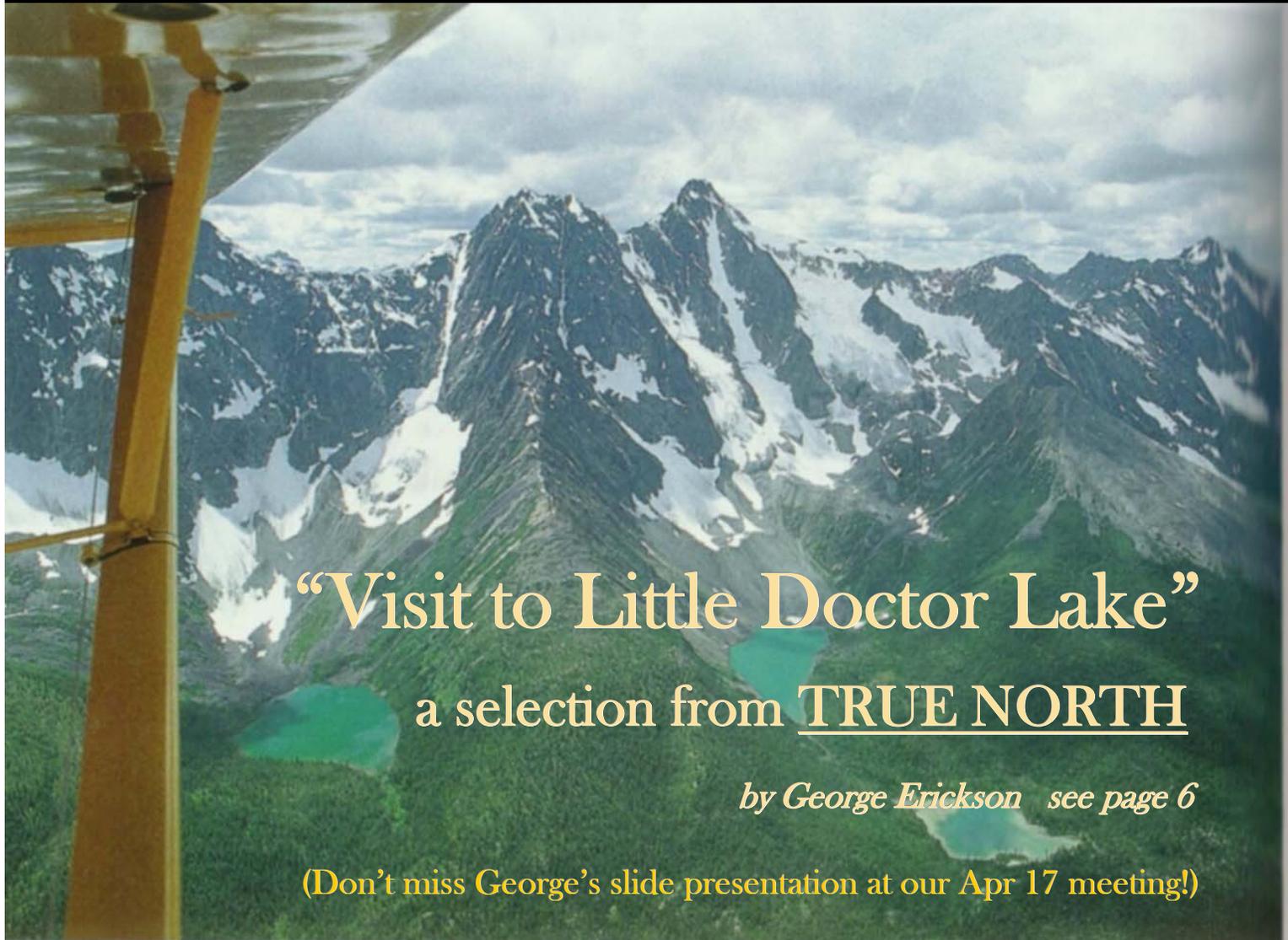


ON THE FINAL

EAA CHAPTER 25

MINNEAPOLIS / ST PAUL, MN

APRIL 2002



“Visit to Little Doctor Lake”

a selection from TRUE NORTH

by George Erickson see page 6

(Don't miss George's slide presentation at our Apr 17 meeting!)

My First Airplane *by Lee Hurry*

A limited amount of civilian flying resumed in 1944 using the old pre-war Cubs and Aeroncas with 50 and 65 hp Franklins, Lycomings and Continentals from the now defunct CPT program. I was back home with a disability pension from the Air Corps, and with those extra funds and swapping a few of my *(Continued on page 4)*



Cleared...Approach Frank Hanish p2

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Cleared for the Approach



by Frank Hanish

By the time you read this, the “Celebration of Spring” -- AKA the Sun N’ Fun 2002 Fly-In, will be history. The chapter mailbox has already received several notices from Oshkosh in regard to AirVenture 2002. The Canada geese have returned from their winter migration to the South. This evening there is a duck, a drake mallard, on the lawn right outside my window...it must be spring. Are you ready?

The next few months leading up to AirVenture 2002 will be busy months full of chapter activity. I hope that you will bring your friends to the April 17th slide presentation by George Erickson. This would be a good evening to bring your “co-pilot” to a chapter gathering. Each year we manage to hold at least one gathering that interests the ladies. In May, we will be treated to old airplane slides from Noel Allard’s collection. Noel’s guaranteed that we will find some of these photos to be rather unique. Young Eagle Coordinator Mike Dolan has an event scheduled for each of the next few months. We are extremely interested in getting more members involved in these events. Everyone is welcome. Jim Ladwig has three model airplane events scheduled for May. Vice President Ed Hansen has been busy since his return from Florida. Ed’s got the ball rolling on the fundraiser for our hangar. We are looking to have a big kickoff to introduce this year’s raffle sometime this May. This will most likely be some Saturday at the hangar. We’ll do the usual party thing...stay tuned. There is the chapter’s annual picnic, held each year the second to last Saturday in June. We have not yet held many discussions on this subject. Last month at our chapter gathering, we briefly talked about maybe having an alternate event, and host a fly-in at the Airlake Airport. The subject is still open for discussion...

About our recent hangar acquisition: I want to first thank those of you who have made recent contributions to the hangar fund. I know that you share a personal esteem in seeing this finally happen. I also know that now that it’s spring, members are going to desire access to the hangar. Right now the chapter officers have keys to the facility. The officers have already been utilizing the hangar as a meeting place. Ron Oehler has been reviewing the three different access systems being considered, and we have made our choice. It’s going to be ordered shortly, so we look forward to this installation soon. It is then our intent to offer all members an electronic access card. Such cards will carry a deposit fee. Along with the March chili party, these meetings have been cold. But, it’s been a sweet cold! Traditions take time to develop, already members are gravitating to the hangar on Saturday mornings.

I submitted a comment in regard the to Sport Pilot, Light Sport Aircraft NPRM this evening. For my concern, the weight and landing gear limitations are overly restrictive. Each of you should take some time to review this proposal, and make any such comments that you feel could make this new pilot and aircraft category a better proposal. It is extremely easy if you are on the Internet, follow the instructions on the EAA’s Sport Pilot (<http://www.sportpilot.org>) web page.

—Frank

ON FINAL



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The Leader in Recreational Aviation

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STALL → SPIN

by Fred Nauer & John Koser

Many Chapter 25 members attended a presentation on stall/spin awareness by Rich Stowell at the Eden Prairie Hennepin Technical College on March 23. This article combines notes on Rich's presentation from Fred Nauer and John Koser, followed by some interesting responses by chapter members to questions about their experiences with stalls and spins.

Rich's presentation began with a brief history of how we got to the type of stall and spin training we have today. The advisory circular **Stall and Spin Awareness Training, AC 61-67B** (see online at www.faa.gov under the Regulatory/Advisory category) refers to a study that led to the creation of not only the circular but the entire FAA philosophy on stalls and spin training. Report No. FAA-RD-77-26 revealed that stall/spin related accidents accounted for approximately one-quarter of all fatal general aviation accidents. National Transportation Safety Board statistics indicate that most stall/spin accidents result when a pilot is distracted momentarily from the primary task of flying the aircraft.

Rich believes that the FAA got its philosophy half right. The study concluded that there was a 33% reduction in inadvertent stall and spin incidents if pilots were taught ground school on both stalls and spins, but given only stall training in flight. He says the FAA policy ignores data showing that a 100% reduction in stall spin incidents is possible with a combination of ground school training and actual spin training in flight by competent instructors.

Rich discussed the difference between typical stall training (where the student plans the stall and the recovery) and real experience where the pilot is not expecting the stall. Using accident statistics, he reviewed the common places stalls and spins occur (on takeoff and in the pattern, especially the turn to final) and suggested corrections to prevent each from happening. He used in-cockpit videos and model demonstrations to illustrate the differences between various kinds of stalls, steep spirals and spins, and how to recognize and recover from each situation.

The second half of the presentation was devoted to an in-depth discussion of spin recovery. Using his registered PARE method he discussed the reasons he put the recovery steps in that order. This was supplemented by information he received from a survey he did with general aviation test pilots. The vast majority agreed with this method of spin recovery.

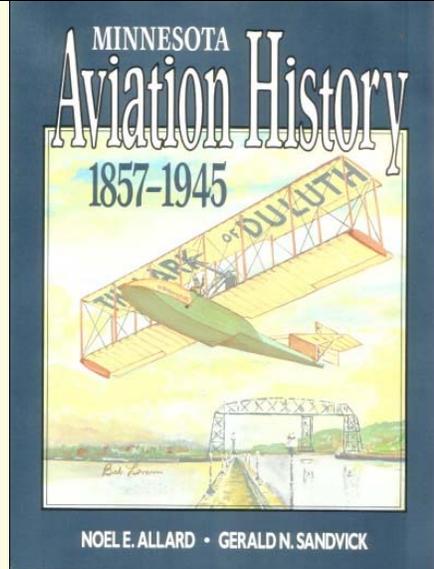
(Continued on page 5)



See Rich Stowell's web site at www.richstowell.com.
This photo of Rich was found at
www.avweb.com/articles/profiles/rstowell/
along with a profile of Rich by Avweb

The Chapter has 16 hardcover copies of the Minnesota Aviation History Book, donated for fund-raising purposes. They are available to Chapter members at the reduced price of \$25/copy. (The retail price is normally \$39.95)

Here is a great chance to add this to your library or pick it up as a gift for a flying friend, and help the Chapter with its finances as well. The author will be happy to autograph it for you. If you would like a copy, they will be available at the hangar at LVN during the next few months.



Call for Young Eagle Credits

We are still looking for Young Eagle credits from 2001 to help support our program to send another young person to EAA Aviation Camp this summer. If you know pilots from other chapters with unused YE credits from last year, please contact Mike Dolan at 952-652-2436 or iamtopgun@voyager.net

This Month—Apr 17 7:00 pm

Slide presentation by George Erickson
based on his seaplane travels
in northern Canada and Alaska

Bring your friends, suggested donation \$2, students free
Signed copies of True North available for purchase

From the South: Stay in the left lane of 35W and take exit 108 at the Crosstown. Continue north on Lyndale Ave to 50th Street. Right turn and proceed 3 blocks. Turn left into the parking lot and park anywhere space is available. Door #9 facing the south parking lot should be used to enter.

From the North: Take 35W south to the 46th street exit and turn right. Proceed west on 46th street to Nicollet Ave. Turn left. Proceed south on Nicollet to 50th. Turn right. Continue west on 50th past the Junior High School (at 50th and Nicollet) to the Senior High School 2 blocks west of Nicollet. Turn right into the south parking lot and park anywhere space is available. Use Door #9 to enter.

If the south parking lot off 50th is full, drive around to the parking lot off 49th Street on the north side of the school. Enter the school using Door #4.

The meeting will be held in the Auditorium this month.

My First Airplane *by Lee Hurry*

(Continued from page 1)

guns, was able to make a deal to get my Private from a local instructor/A&P mechanic in his personal J-3 Cub. By then, I had progressed from crutches to a cane which we were able to stash in the Cub. Later we heard about a fellow over at Rochester who had an old Cub for sale. He was flight testing his freshly constructed Pietenpol and needed the money. My flying buddy and I looked the Cub over. It was flying and in license, a 1937 Piper J-2 with the little Continental called a 40 horse. But since this one was only single mag it actually only made 37 hp; the later models with dual mags were 40 hp.

The owner wouldn't budge from his \$200 asking price, but after haggling finally offered to include another plane he had in his hangar. This was a dismantled but complete and virtually identical 1936 Taylor Cub which needed a total rebuild. That clinched the deal as we knew we could part it out profitably. I won the coin toss to fly it home to Mankato with my partner driving back, and we were to return with a trailer to haul the other one. We sold the fuselage and engine which ended up being modified into a snow machine - this was fairly common in those days before snowmobiles. I reworked the complete empennage into the J-3 configuration along with the wing struts and used them on an L-4 which I was building up for our CAP squadron. The wings ended up with Norm Sten to be used with a float- equipped fuselage he had acquired. He never did get his project completed, and the wings ended up in a hangar belonging to Dick (I can't remember his last name) behind the hangars of Arden Magnuson's Tailwind and Dick Harden's Cessna 140 at Flying Cloud. These were all Chapter 25 members. Dick always said he was going to use them on an original design ultralight, but he never did. I don't know what happened to them.

The early J-2's had tail skids, but since Rochester now had a surfaced runway it had been converted to a tailwheel. Mankato was still sod so one tried to get one wheel behind a lump of grass and do a full throttle run-up to be sure the single mag was OK, which of course launched you on your take-off roll in this no-brakes machine. When taxiing, one watched the wind and approached the gas pump from the downwind side, cutting the mag at the appropriate time/position. Kinda like learning to "sail" a float plane. Maybe that's why I got my float rating in only one hour of instruction. It differed a bit from the later Cubs in that the throttle was a metal rod affair and stabilizer trim consisted of a rope around a pulley (yes, sometimes it too slipped, just like J-3's.) The panel was Vee'd in and had no compass, a non-sensitive altimeter, oil gauges, no heat, no carb air and 9 gallons. The rudder had no aerodynamic counter balance so was quicker to move and over-controlling was common 'til one got used to it. It handled about like a 65 Cub with two aboard when you were solo and like a brick when you were dual, flying about 60 mph.

When I took off from Rochester I lost my bearings (remember, no compass) and went north instead of west. Since I had planned to go IFR (I follow roads) back to Mankato and the highway wasn't where it was supposed to be, after 10 minutes into the flight I concluded I must be lost. Accordingly, I



When we asked Lee to send a picture of his J-2, he said he didn't have one handy, and protested "A J-2's a J-2. They all look the same anyway!" Well, thanks to Noel Allard, we got a beautiful picture of a J-2 to go with Lee's article. Does anyone recognize this one? Hint: Noel took this picture in the mid-70's at FCM (a few clues have been removed from the background). Lee, hope this brings back fond memories!

checked the horizon and headed for the nearest water tower which wasn't much lower than I was. With the town identified and located on my chart (that's what we called the road maps), I turned 90 degrees onto my approximate course, which took me right over a turkey farm! There were a lot of these in southern Minnesota at that time and we had all been warned to stay away from them since the stupid birds would run away from the overhead ship and pile up in a fence corner and suffocate. A couple of area pilots lost lawsuits over this! I immediately turned away, pointing my tail at the farm and hauled the bird up as steep as I dared so the farmer couldn't get a good look at the big numbers under my wing. It apparently was a successful maneuver because I didn't stall out and never got arrested, and even managed to find the correct highway (it was the only one going into the sun, i.e. west).

It was a fun little plane. We mostly flew it solo on less than 3 gallons per hour. We didn't like the fact that it was built without carb heat. I think the carb bolted to the oil sump like a Lycoming and suppose that the hot oil was supposed to prevent carb ice. At any rate, we modified one from a 65 Continental, wrapped a pair of stacks as a muff, and were happier thinking we now were better equipped. Forced landings were not uncommon and we were trained to pick appropriate fields—even making actual landings on the occasional farm field was expected.

Many years later my 1936 Fairchild 24 with Ranger power had the same omission, but that took carb air from inside the cowl, i.e., heated by the cylinders. Since the seller had confessed to the odd forced landing in its history, one of my first (of many) alterations was to devise and install a



Noel Allard took this picture of Lee's 1936 Fairchild 24 at the 1971 Forest Lake fly-in

carb air system which did provide the legally required air temp rise and even got it STC'd.

We flew that little Cub all over Minnesota to fly-ins, flight breakfasts, etc. It was pretty loggy on climb with two aboard but there was a row of metal grain storage bins near the airport so we could go back and forth over them using the heat lift 'til we got a couple hundred feet to go flying. You glider pilots can appreciate this. In cooler weather it would even carry three—my wife and our baby daughter. We would fly out to Marshall to visit family friends.

The J-2 had 4 straight stacks, no muffler nor cabin heat, and even only 37 horses un-muffled gets pretty noisy. To this day my daughter complains that is why she has hearing problems (so do I). Fortunately this ship had the optional side window kit. J-2s were built as an open parasol with only a windshield, but the rear fuselage met the wing trailing edge and had a vertical tapered leading edge behind the back seat to streamline it.

In later years it was common to modify J-2's into J-3's by cutting off the short brakeless axels, replacing them with J-3 units, changing the rudder/fin configuration and the cabin windows and birdcage and bolting a J-3 nose on with the 65 Continental. The result was slightly lighter and with a lighter gross but made a better performing legal J-3, kinda like some '46 J-3's were modified into PA-11's with the 11 nose and usually 90 hp and wing tank.

After a while the slow 60 mph got to us so we decided to get something faster, like a J-3! We found a wind-twisted fuselage for \$35 and a crashed 46 fuselage with papers. We made one out of the two and in about a year ended up with a 46 metal spar J-3 with electric system and a 65 Continental and a metal prop. It indicated a solid 85+ 'til I had Maxwell check the prop and he re-pitched it flatter like it had to be, then it was barely 80!

We sold the J-2 to a fellow at Fairmont who subsequently made a hard (very hard) landing and broke the two lower longerons at the tailwheel mount bolt. Since most planes were tied down instead of hangared, and were tail draggers, the snow and rain went to the back end and rusted the tubes. Some new tubing welded in made it new again. He ultimately ended up with a converted Cub low-wing single plane which might have been this ship, although I also heard that it went into Canada.

I well remember having to dig the snow out of the rear of the L-4's which weren't sealed off behind the back seat like the J-3's are. That is, after we had dug the plane itself out of the snow drifts. They were fun on skis, we'd land on the lakes by the ice fishermen etc. I even managed to get stuck in the snow at Le Sueur when the wind blew me sideways and the skis cut in. My buddy had to get out and push and I circled back to pick him up on the roll (on the slide?).

Our continuing search for more speed next led us to a pristine hangar queen 46 Super Cruiser with its big 100 hp Lycoming, but that's my 3rd or 4th so I better quit.

—Lee Hurry

STALL → SPIN (Continued from page 3)

POWER-OFF This usually means idle but in one instance during a spin the throttle cable broke so the instructor was forced to pull the mixture out.

AILERONS-NEUTRAL Ailerons into the spin make the plane spin faster. Ailerons opposite the spin tend to flatten it out.

RUDDER-FULL OPPOSITE THE SPIN You have to do this before the elevator because on some planes the elevator will blank out part of the rudder to the point that the rotation may not stop. If disoriented, use the turn coordinator or look out the window. For the turn coordinator ignore the ball and step on the high wing. For a turn and slip indicator ignore the ball and step opposite where the needle is pointing. If you look outside "go with the flow." If the ground appears to be "flowing" to the right step on the right rudder and vice versa.

ELEVATOR-PAST NEUTRAL If the stall breaks there, fine. If not, keep moving forward until the stall is broken. His idea is to use only the elevator needed, thus reducing the buildup of airspeed and amount of pullout needed after the spin is stopped.

Finally he cautioned to neutralize the rudder to prevent spinning in the opposite direction during recovery. And use only about 2gs to pull out to prevent stalling again. He also cautioned that most aircraft are not built to sustain more than 2gs with the flaps extended.

Rich quoted actual POH spin recovery procedures from the emergency section to show how misleading and inaccurate they can be. For example, the entry for a certain Beechcraft appears to advocate executing the rudder and elevator movements first, until you get to the last sentence that says "The throttle should be in idle and the ailerons neutral throughout the entire procedure."

He also played a video showing how following the POH procedure for another aircraft actually prevented spin recovery. The procedure called for moving the stick forward first before holding opposite rudder.

Although monitoring airspeed is critical to avoiding the stall/spin, Rich stressed that stalls can occur at any airspeed. The audience was asked, "How many of you have an angle of attack indicator on your panel?" Almost none of the attendees responded. An angle of attack indicator will show when you are close to a stall regardless of airspeed or angle of bank, as when you are turning in the pattern. As a separately installed system, it can also help you fly to your destination and land if you lose the function of your airspeed indicator.

Rich stressed the importance of verifying the qualifications of an instructor before embarking on spin training. He suggested aerobatics clubs for referrals to CFI's with the type of experience required.

Rich also discussed his approach to training students in spins. He typically does not include spins during the first training flight, but gets the student adjusted to the aircraft and talks about spins. The idea is to eliminate the apprehension associated with spin training. On the second flight, they do about 10 spins/recoveries, with more on the third flight. Rich says when they land, he asks the student, "Do you realize you've just done 10 times the number of spin recoveries that most CFIs do in their training?"

(Continued on page 7)

“Visit to Little Doctor Lake”

a selection from TRUE NORTH

by George Erickson

This selection is taken from George Erickson’s novel True North, Chapter 13, “Whitehorse to Fort Simpson, NWT”

As I leave the Nahanni behind and head up Fishtrap Creek, I write the time, one-fifteen, on my map, then measure the distance to Little Doctor. It’s fifty-seven miles. If the weather holds, I should be taxiing up to the beach in thirty-five minutes.

Fifteen minutes pass as the ceilings slowly descend. Visibility drops to five miles. Mud Lake, the halfway point to Little Doctor finally falls behind. The cub crosses the height of land and enters the broad Tetcela River valley as I press on amid memories of a wrecked aircraft that I’d once spotted just ten miles off to the west. Upon reporting the wreck at Fort Simpson, I was told that it was an “old crash site—nothing to worry about.”

One-forty brings a lowering five-hundred-foot ceiling. Forward visibility, which is always reduced by prop-shattered rain, has dropped to two miles. To either side, it’s three or four. Hemmed in by clouds above, by the Franklin Mountains on the left and the Nahanni Range on the right, I fly on, ready to return to Mud Lake if visibility drops to a mile.

I check my watch. Another minute gone and no lake in sight. Leaning forward in a mindless attempt to see better, I finger my skeleton key, then reach for the chart to compare its features to the convolutions of the Tetcela River. Surely two minutes have passed. I return to my watch. It’s only forty seconds.

As the visibility drops, I think of Antoine de Saint-Exupery. Lost at night over Egypt during an air race from Paris to Saigon, he descended through the darkness, searching for the lights of Cairo. Seeing nothing, he pressed his face against the window, tensely waiting for something, anything, to appear. “I was a man raking dead ashes, trying in vain to retrieve the flame of life in a hearth.” He crashed—but survived.

Staying as high as possible, I scrape along the tattered underbelly of gray descending clouds. Another minute gone. Ceilings, 250 feet; visibility, two miles and shrinking. My hand complains, weary of crushing the stick in a snake-strangling grip. I change hands, then switch back, only to change again. Then, at one-forty-seven, thirty-two minutes after leaving the Nahanni, I see a light spot glowing through the mist. It’s Little Doctor Lake.

Shaped like a round-nose arrowhead, the rain-stippled lake rams its tip through a three-thousand-foot cleft in the Nahanni Range toward a majestic beach. The Cub approaches tangent to the lake’s curving lake shore, then slips between the treetops and taxis up to the beach.

Silence. Fresh from the tumult of Virginia Falls and the Cub’s constant roar, I feel as if I’ve fallen into a feather bed. Under a nimbo-stratus blanket, the north country sleeps.

I hurriedly set up my tent, crushing spiderwebs bejeweled with mist. Later, with the flavor of vegetable beef soup still on my tongue and its heat comforting my body, I join the silence in sleep.

...

When the rain finally stops, I taxi to the base of the Nahanni Range. It’s too wet for walking in the bush and, considering the



The Tundra Cub contemplates the Nahanni Range at Little Doctor Lake, Northwest Territories

bear tracks, maybe not too bright, but the lakeside edge of the rocky slope is almost brush-free.

Two weeks of flying have left me out of shape, so I take it easy. Even so, I soon puff to a stop. When I stretch out a hand to lean against a nearby pine, a blueberry squeezes from beneath its scaly bark. I check the other trees and find a scattering of berries. Something, perhaps a Canada or Stellar jay, has been stocking its winter larder.

Despite my complaining calves and quivering thighs, I delay resting until I reach the base of the clouds, which have risen some three hundred feet. Should I stop here, content to enjoy this gray yet marvelous view, or head farther up, perhaps high enough to break through the clouds into the pastures of the Dall sheep?

Since the Cub will be downhill and to the right when I return, I can’t get lost, so I head into the clouds, taking care to angle away from the mountain’s precipitous edge as I climb not so much into fog as into another world. As my vision is restricted, nearby evergreens leap into prominence. Every needle is sequined with dew. Spiderwebs sag, transformed by beads of moisture into strings of tiny seed pearls.

I climb for five minutes through the vaporous world, then stop to rest while my pulse pounds in my ears. How strange, I think, that the phenomenon that we call a “cloud” when we’re outside of it, becomes “fog” when we’re within. They’re identical, of course, composed of billions of water droplets so fine that they float in billows. Then a new thought strikes me: Would radio-astronomy be the only possibility on a perpetually cloudy planet? What sort of eyes would evolve? How would we explain the seasons?

A flurry of sound upslope jerks me alert. Beginning as a rustle, it moves rapidly downhill, snapping twigs as it heads my way. Straining to see into the fog, I whirl around, thumb back the Marlin’s hammer and point it toward the onrushing intruder. Crash! Thump! Splinter! Spotting motion in the mist, I raise my rifle as a boulder as big as a basketball comes barreling into

view and bounces out of sight. I sigh with relief, then laugh out loud—I almost shot a rock.

The unseen rustling above continues, bringing visions of a busy wolverine or marmot. I consider climbing farther to see if I'm right, but I've had enough excitement. An hour later, in pouring rain, thunder rolls from peak to peak.

Toward evening, a lightening sky persuades me to build a fire. Since everything's soaked, I gather up a heap of wood, douse it with a cup or two of gasoline from the Cub, stand back and toss in a match. With an explosive *pow!*, the pile erupts into flame.

What a marvelous thing is fire. It lifts our sagging spirits, defeats the coldest morning and brightens flagstone skies. But the best fires are those that scent the air with the resinous vapors of pine, of tamarack or spruce. As if agreeing with me, my crackling blaze shoots off tiny rockets while it warms my face and paints shadows on the jack pine forest wall.

...

A shuffling sound wakens me—and it's definitely not a boulder. I quietly slip out of my sleeping bag, pull back the Marlin's hammer and point its barrel toward the approaching crackling. I expect the tent wall to bulge inward at any second, but the shuffling turns aside, then slowly moves away. I quietly slide to the front of the tent, ease it open and poke my head outside. Twenty feet away, a porcupine chews on a jack pine. I sag with relief.

"Hey, buddy!" I yell. "What are you doin', wakin' me up at this hour?" He examines me with his tiny black eyes.

Lowering the Marlin's hammer, I approach the porcupine and touch the rifle to his rear. Swat! His tail strikes out, scattering quills across the ground. I retrieve a few, then wrap them in duct tape—a gift for my grandchildren back home.

Preoccupied by the porcupine, I'm surprised to see clearing skies. Across the lake, the first sliver of a rising sun gilds the Nahanni Range as the last wisp of fog disappears and dew drips from the wings of the waiting Cub. Every bush is a liquid chandelier. Thousands of tiny spheres bejewel my tent. Unable to resist, I jar them into rivulets with a flick of my finger. Then, confronted with such a glorious day, I sail into a rendition of "Oh, What a Beautiful Morning..."

I glance at my watch. It's four o'clock! I could pack up and head for Simpson, but it's less than an hour away, and I'd end up sitting on the dock, waiting for the town to come to life. Besides, everything's wet.

Although I'm certain that my slumbers are done, I slip into my sleeping bag. As silhouetted beads of tent-wall dew coalesce before my eyes, I plunge back into sleep.

The Tundra Cub plows nose-high for a few seconds, then planes across the placid water of Little Doctor Lake. I lift one wing, letting the Cub skate along in a one-footed turn to follow the arc of the beach. The Cub breaks free, trailing tails of spray from floats and fuselage as it climbs into silken air.

Misty-eyed at leaving this Eden, I scan the lake, the forests and the surrounding peaks. Like a parting lover, I soak up every contour and curve and squeeze them into memory. Fifteen minutes later, the Nahanni Range lies miles behind, its bold peaks dwindling to dreams as they slowly disappear. After a third last look over my shoulder, I search the eastern horizon for a town by the name of Fort Simpson, just thirty minutes away.

STALL → SPIN (Continued from page 5)

After the presentation, members were asked about their experiences with stalls and spins and how they would fly with a failed airspeed indicator. Here are some of their responses.

What is the closest you've come to an unintentional stall?

—I get spooked when I see the ball way out on an overshoot from base to final. That has happened several times.

—All of my unintentional stalls have occurred while circling in weak thermals with a small diameter to stay in the strongest lift. In strong lift, some gliders can actually continue upward while stalled. With the exception of the Schweizer 1-23, all of the gliders I fly have a very gentle mushing stall. I merely circle a little faster in the thermal as a correction. Due to the medium-to-steep bank used in thermals, a spin is unlikely to develop.

What is the closest you've come to an unintentional spin?

—As a student pilot, I was practicing stalls solo in a C152. This particular plane had a bad habit of dropping a wing on almost every stall. When it happened during a solo training flight, it scared the crap out of me and I over-controlled the plane to recover. The plane did not spin, but it sure wasn't pretty.

—Not unintentional but, I don't care what the book says, I will never intentionally spin a Tomahawk again. I looked back at the tail in one spin I did with a CFI student and the way it was wagging back and forth I thought it was going to twist off the airplane.

—A student pilot demonstrating his first stall put us into a spin.

—The worst thing that ever happened to me was an unintentional spiral dive in a Citabria. While taking aerobatic instruction I was asked to lose altitude, then asked to perform a clearing turn. Very quickly a severe spiral dive occurred with speed building rapidly. Both the instructor and I pulled the throttle back at the same time while I quickly, but carefully, pulled us out of the dive.

Have you ever lost your airspeed indicator in flight?

—My training aircraft was an elderly pacer, and although it never quit completely, we were taught not to believe in the ASI at low speeds. We listened to the whoosh of air noise instead.

—I took off without realizing that the pitot tube had been bent out of position, resulting in no airspeed indication. From experience, I knew the climb-out, cruise and landing feel from the seat of my pants you might say, but by ear mostly. I landed, bent the tube back into position and went flying with no further problems.

—Twice. Receiving instrument training, iced over pitot tube-used pitch and power and landed normally. Flying a Cessna 175 before purchase—took off, no airspeed (found bugs in pitot tube)—flew pitch and power, landed normally.

How would you maintain airspeed and land without an ASI?

—Under IMC it's not so easy to fly an approach without the ASI, but it can be done using manifold pressure, AI, altimeter, HSI and VSI. ATC would be the first to know if I lost the ASI in IMC.

—I'd rely on my GPS for ground speed and approximate airspeed from that and from the winds on entering the pattern.

—Pitch and power settings, and VSI if functioning.

—Visual references and the noise of the airstream

—I use the visual appearance of the horizon on the canopy plus the sound of the air. Both in power and gliders, I find that carrying a little extra airspeed coupled with a forward slip is a safe method to lose excess altitude and get to the runway safely.

Do not spin this aircraft. If the aircraft does enter a spin it will return to earth without further attention on the part of the aeronaut.

—first handbook issued with the Curtis-Wright flyer

Note-EAA-M's

Notes to EAA Chapter 25 Members

Chapter Gatherings

Apr 17 EAA Ch 25 Meeting, 7:00 pm
Washburn Sr. High School Auditorium
Slide Presentation by author
George Erickson (see p. 3)

May 15 EAA Ch 25 Meeting, 6:30 pm
Noel Allard will present slides of homebuilts and antiques taken over the years locally and at Oshkosh Washburn Sr High School, Rm 119

Planned Young Eagle Events
Apr 20 Airlake Airport (LVN)
May 18 Lake Elmo ()
June 8 Airlake Airport (LVN)
Contact YE Coord. Mike Dolan

Fly-Ins/Special Events

Apr 13 Fort Dodge IA (FOD) 11a-2p
Chili Fly-In, Ft Dodge Reg. Arprt

Apr 17-19 Bemidji MN
MN Council of Airports Symposium
Northern Inn. Mndot 651/297-1600

Apr 20 Bloomington MN 5p
MN Aviation Hall of Fame Induction Banquet. Thunderbird Hotel. Contact Dorothy Schaeffer, 4815 28th Ave S. Apt. 312, Minneapolis, MN 55417.

Apr 21 Litchfield MN (LJF) 9a-2p
Cent. Mn Pilots Chili & Brat Fly-In
Jim Swenson 320/693-6189

Apr 21 St Cloud MN (STC) 10a-3p
St Cloud Univ Aviation Dept
7th-Annual Airport Day
Rachel 651/253-8935

Apr 27 Hibbing MN (HIB) 11a-3p
EAA Ch 996 Chili/Hot Dog Fly-in
218/263-4152

Apr 30 New Richmond WI 7-10p
FAA Safety Seminar
New Richmond Senior High School
Mike 715/246-7735

May 3-5 Brainerd MN
Mn Seaplane Pilots Safety Seminar
Cragun's Conference and Golf Resort.
Mnspa/Mndot/FAA 651/297-1600

May 4 Anoka MN (ANE) 8a-5p
Twin Cities RV Forum, Eve. banq. 7 pm
Speakers discuss Van's RV sport aircraft. RVs, vendors, prizes Douglas Weiler 715/386-1239 dougweil@pressenter.com

May 5 Rockford IL (RFD)
Fly-In Breakfast
Tom Janusevic, 815/397-4995

May 10 Eden Prairie MN (FCM) 1-8p
Midwest Aviation Expo, Elliott Aviation
Piper, Beech, Cessna and Lancair
952/944-1200 800/541-9110

May 11 Two Harbors MN(TWM) 10a-3p
EAA Ch 1128 Chili & Hot Dog Fly-In
Bill Fieldson 218/834-4784

Response to March "Gusty" Article *(Received April 4)*

Thank you very much for the copy of your newsletter, *On Final*. I knew Gus Limbach for many years and visited him when he was stationed in Brussels back in the 60s. It was stated in the article that the converted T-6 that was used in the movie, "Tora, Tora" belonged to the Confederate Air Force. The airplane did not belong to the CAF, it belonged to the EAA Aviation Foundation and Gus was one of several pilots who flew it until it was sold. We certainly lost a good friend when we lost Gus.

Sincerely,
Paul H. Poberezny
President, Sport Aviation Association

May 12 Warren MN (D37) 8a-noon
Mother's Day Fly-In Pancake Bkfst
Dennis Bohn 701/772-0879

May 18 Anoka MN (ANE) 8a-noon
EAA Ch 237 Fly-in Bkfst & Lunch
Tom av8or@citlink.net

May 19 Kenosha WI (ENW) 8a-noon
Fly-In Pancake Breakfast, IAC Ch 8
North American Jet Hangar
Christie Burns 414/761-0134

Jun 1 Amery WI (AHH) 7a-noon
Fly-In Breakfast 715/268-6899

Jun 1 West Fargo ND (D54)
West Fargo Utility Airport Fly-in

Jun 1-2 Oshkosh WI
EAA's Family Flight & Balloon Festival
Website www.flightfest.org

Jun 2 Mason City IA (MCW) 6:30a-12:30p
EAA Ch 94 Flight Breakfast
Dennis 641/357-5606

Jun 2 Reedsburg WI (C35) 7a-noon
50th-Annual Fly-In Breakfast, PICs free.

Don Hull 608/524-6888

Jun 2 DeKalb IL (DKB) 7a-noon
Ch 241 Annual Breakfast.
Alan Abell 847/888-2919

Jul 23-29 Oshkosh WI EAA (OSH)
AirVenture 2002 800/564-6322

Chapter 25 Sponsor



One Low Price. Plain and simple. Always!

Apple Valley Ford
(952) 431-5900

Apple Ford of Shakopee
(952) 445-2420

Stuff for Sale/Wanted

For Sale: Signed Smithsonian aviation prints from the family of Bud Anderson. Prices range from \$100 to \$1000; subjects include Rutan's round the world Voyager, a Doolittle B-25 taking off from the carrier, a photo of Doolittle and 3 vintage aircraft.
952-432-6194 hollyjorgenson@hotmail.com

For Sale or Trade: 1946 J3 Cub. 1200 TT! Excellent condition, complete logs from date of manufacture, STC auto fuel, Univair sealed struts, new tires and bungees, Mcaulley metal prop, annualed Nov 2001. Will trade for Supercub or PA11. \$27,000.
Jan Berghoff 952/361-9787

For Sale: 2 Softie Mini parachutes. All the options. Repacked 1998. Orig. cost \$1480 ea., will sell both for \$1500. Will deliver or pay shipping. Buyer pays for repack.
Mike Moyle 218/310-0152 mike@dmmoyle.com

For Sale: Lincoln Arc Welder 220V 225Amp \$80.00
Dale Johnson 952/890-3905

Wanted: Kit project, new or used, partially built OK. Partnership acceptable. Looking for cruise range ~150.
952/435-5597 funtimes450@yahoo.com

For Sale: Lycoming O-235C, 0 SMO, no accessories, all logs. \$4900.
John Curry 952/983-0742

For Sale: 62-29 VW prop, beautiful condition for plane or den, \$300, plus numerous new and used en-

gine gages.
Bert Sisler 952-8848920 sisle001@tc.umn.edu

For Sale: One Share in J-3 Cub Club, currently \$100 per quarter plus \$20 per hour wet. Hangared at Crystal, priority to chapter members.
Keith Miesel 651-227-6199

For Sale: One set of wings for a '77 Bellanca Decathlon; one yellow tagged engine mount for same.
Mark Kolesar H 763-544-6766, W 612-371-5171

For Sale: Hartzell propeller from Piper Cherokee 180
Ronn Winkler 952-829-5654

For Sale: O-290-G Lyc, on stand with prop. \$2,500
Csna 150 main gear/pants/cyl/tires-complete \$250
Buick and Olds. Aluminum V8 engines-both \$200
8" spinner w/plates—cont. bolt pattn, new in box \$50
Gene Stinar EAA 121451 651/258-4432

For Sale: Hartzell HC-C2YK-1BF/F7666A-2 (Const Spd) For IO-360/0-360 on Van's, Husky, Falco etc...
Contact: Frank Hanish 952-974-0561.

For Sale: Volkswagon Engines & Parts
23 years experience working on VW engines
Mark Holian www.volkloco.com

For Sale: 1/2 interest in RV-6A, completed and flying. George Jevnager's partners are selling their half.
George 952-933-2485