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feel when your speed is low. And so you have to correct it. If you deliberately want to spin, and you've got lots of height to recover, then you just pull back on the stick, kick on the rudder, and away you go--left or right, whichever rudder. And to recover-- actually, it's very easy to recover because you stick ahead, centralize your rudder, and come out of the dive--as simple as that. (To recover, you just....) Ease the stick ahead. And when the aircraft stops spinning, centralize your rudder. You see, you pull opposite rudder-- it's the way you're spinning. Stick ahead, opposite rudder to the way you're spinning. If you're spinning left, you pull on the right rudder. If you're spinning right, you pull on the left rudder. But you have to get your flying speed up again, or you end up in a dive. And this was what would happen in the old days--if you didn't have height enough, you were dead. That was it. You wouldn't have time to recover. And I've seen that happen. Not here. I've seen it happen in the West, after the war, when I was a flying instructor out there. WE CAN HELP YOU REALIZE YOUR DREAM OF HOMEOWNERSHIP! FOR A MORTGAGE TO BUY, BUILD OR RENOVATE, SEE THE LOCAL EXPERTS League Savings 8 Mortgage 235 Charlotte St., Sydney, N.S.B1P6H7 Phone: 539-8222 /} . f But when you got to the point where you started to make landings and takeoffs--you have to take off into the wind, and land into the wind. The reason being that your flying speed will be reduced by the amount of breeze that's blowing. An ideal breeze would be about 25 miles an hour--20 to 25. That'd be a good breeze. That'd shorten your takeoff run. If you had a still wind, you'd have to take the whole length of whatever you had. And if you had a breeze too strong, it'd turn you upside down. So you had to be in between the limits, eh. However, when you got to the point of landings and takeoffs, then you knew that pretty soon you were going to have to do it all by yourself. So you practice that--landing, circuits, take off, land again. And then your instructor'd get you landing touch and go. Come down and put the throttle ahead again and take off again. (Just touch the ground.) Yeah. And take off again. Then came the big day when you were going to go up solo. The instructor thought that you were ready to go, then he would say, "Okay, this is your day. Tie the straps together"--in the back seat, or in the instructor's seat--"and take the stick out of the cockpit"--there was a little pin, you could take it right out. And then away he took off.... I must tell you a story about after the war, when I was flying out West. I had a big, burly farmer, about--oh, he's way up in his 200s--he was crowding 300--270-80, anyway. Big, powerful, fine fellow. Running machinery all his life. Bulldozers, combines, tractors, and everything. And I taught him (to fly)--he was a very apt pupil. And one Sunday morning, I had been 562-0421 Sydney vinyl VINYL REPLACEMENT WINDOWS ... for renovation or new home construction WE OFFER... * Low prices * 10-year workmanship warranty * 20-year guarantee on windows * Retail sales and installation VISIT OUR NEW SHOWROOM at 93 JOHNSTONE ST. (off PRt, by Master Meats) - HOURS • 9:00 - 5:00 Monday through Saturday 562-0421 after hours 562-7268 Our Specialty IS Windows!