



December 2025, Volume 70 Issue 12

President's Corner

Hello everyone,

I hope you enjoyed a wonderful Thanksgiving season filled with gratitude, connection, and plenty of good food. This past Thanksgiving gave us a chance to pause and appreciate the people and moments that make our lives meaningful. Whether you traveled to be with loved ones, gathered around a table at home, or celebrated in your own special way, I hope the holiday brought warmth and joy.

As we transition from the season of gratitude into the season of giving, the excitement of Christmas is already in the air! Lights are going up, festive music is returning, and the final month of the year is inviting us to reflect, celebrate, and create new memories.

Many have returned to routines this week refreshed, inspired, and maybe even carrying a few leftover desserts!

I hope this upcoming Christmas season fills your home with warmth, your days with excitement, and your heart with peace.

On behalf of the EAA Chapter 2 Board Members, we look forward to seeing you on December 6th for our annual Christmas carry-in dinner at Pat Garvey's hangar. Dinner is planned for 6 pm, but come a few minutes early and enjoy some social time with Chapter members and friends.

Paul Camp - President, EAA Chapter 2

Coming Events:

Saturday, December 6. EAA 2 Annual Christmas Party Pot-Luck Dinner! Please bring a dish to share. Table service and beverages will be provided by the Chapter. Directions to Pat Garvey's hangar at Churubusco on page 3.

Thursday, January 8. Chapter 2 Gathering at the Ivy Tech Aviation Center, Smith Field, 7:00 PM. VMC club at 6:30 pm.

2025 IN REVIEW



Amber Creed's discussed homebuilt flight simulators with the Chapter in 2025. Her simulator setup, from her LinkedIn page.



Larry Zepp and the Blue Barn Chairman posting the Chapter 2 arrow at AirVenture 2025.

Are you a pilot? Are you building an aircraft? Are you an aircraft owner?
Are you just "plane nuts" about aviation?

2025 IN REVIEW



We were fortunate to have all three of our Youth Scholarship recipients together at a Young Eagles event. Each one was awarded \$1,000 to go toward their flight training.

From left to right: Rayni Rister, Finn Freeman, and Emma Coville. All three have completed flight training and hold their Private Pilot Certificate. Congratulations to all three!



Paul speaking at the June 12 Chapter cookout at Smith Field.



Smith Field celebrated 100 years of operation. Chapter 2 volunteers supported the SMD open house.

Some of the 18+ aircraft at the October 11 Drive-in/Fly-in.



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Directions to Pat Garvey's hangar:

11612 IN-205, Churubusco

6:00 PM, Saturday December 8

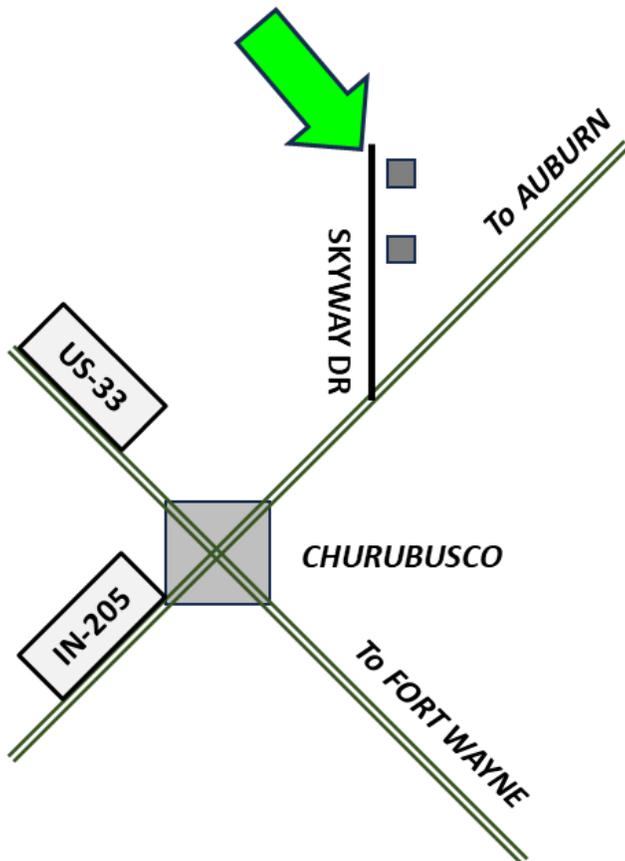
From Fort Wayne

US-33 from Fort Wayne to Churubusco. Right on IN-205, for about 1.5 mile. Turn left on Skyway Dr.

From Auburn

Follow IN-205 from the Kruze Plaza I-69 exit. About 6 miles past Laotto. Turn right on Skyway Dr.

Pat's hangar/house is the second on the right.



2026 Membership Renewal

Your support of and participation in EAA Chapter 2 can enrich your aviation interest and understanding, as well as that of aviation enthusiasts of all ages.

Your support and participation also helps promote aviation throughout the broader community.

Membership renewal is easy, using the interactive form on the EAA 2 [website](#). Dues can be paid online via credit card / PayPal. If you are new to EAA 2, dues can be pro-rated for the year.

Alternately, you can mail your printed form and check to:

David Resler
4719 S. 300 E
Churubusco IN 46723

Individual memberships are **\$20**.

Family memberships are **\$30**. This covers two adults and all children in a family.

Student memberships are **FREE** to those under 19 who are EAA members, which is free to them. See www.eaa.org/membership for details on how to join the EAA as a student.

Newsletter options. Emailed newsletters are **FREE**. If you want a printed newsletter, please add **\$12** to your membership dues to cover the costs of printing and postage.

VMC CLUB — NOVEMBER ANSWERS

Question 1. What is a cross control stall and Why should you practice one?

The U.S. only requires CFI applicants to train and test on cross-control stalls. Sort of remarkable, since this is the stall that often causes the low-altitude stall-spin accident we all read about. A cross-control stall is a stall while turning and either skidding or slipping.

The most dangerous situation is a stall in a turn with excessive bottom rudder. If we're turning left, the airplane is banked left, the left rudder pedal is lower, so that's the bottom rudder. When coordinated, that's not an issue at all. However, if the pilot uses excessive bottom (left) rudder, the left (lower) wing is slowed and experiences an increased angle of attack. The right (higher) wing is accelerated and experiences a reduced angle of attack. The lower, left wing stalls first, the aircraft rotates to the left, and the nose drops.

The natural pilot reaction is pulling back on the yoke and applying right aileron—both of which are incorrect—and the aircraft continues to rotate, progresses deeper into the stall, and may enter a spin. The results can be disastrous close to the ground.

The proper action is applying forward elevator, neutral aileron, and opposite rudder. Of course, the real solution is to not make a cross-control stall in the first place. The Airplane Flying Handbook describes the cross-control stall as a stall from a skidding turn.

You can perform a cross-control stall from a slipping turn, but that's not as dangerous. A slipping turn would be excessive top rudder. The top wing stalls first, which effectively levels the wings. This presents a much more normal picture to the pilot and almost acts as an automatic recovery system.

Cross-controlled stalls can be performed safely at altitude. I believe the experience is beneficial for all pilots. Find an experienced instructor and learn the difference between a stall from a skidding turn and one from a slipping turn. You'll understand why it's dangerous to increase turn rate with the rudder alone, but not so dangerous to slip during landing."

Question 2. Why should you practice a mid-flight mag check?

Some pilots like to do an additional mag check in flight, typically at the end of the cruise segment before starting a descent. Why would one do that? Well, the idea is to detect a developing degradation of the ignition system before it starts to impact performance or the safety of flight, so that repairs can be made at a convenient time – as opposed to canceling a planned flight when the ground run-up is the first time we see any signs of concern.

So how does an in-flight mag-check provide that early indication? Do the mags work any harder in flight than on the ground? No, they don't. What is different, though, is that a stronger spark is needed in order to ignite the fuel/air mixture at normal cruise power settings than at the very rich and barely-above-idle power setting we normally use for the mag check on the ground. That's especially true when running lean of peak EGT. Meaning that a gradual decline of the spark will be noticeable in-flight at cruise power long before it shows any abnormal signs during a ground mag check at 1,700 RPM.

With that knowledge, we can perform an occasional mag check in cruise.

Courtesy of Pilot Workshops.com

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YOUNG EAGLES 2025 IN REVIEW

Our 2025 Young Eagles Season concluded with EAA2 pilots flying a total of 341 kids at seven different airports in Indiana and Ohio: Smith Field Airport, Auburn-DeKalb Executive Airport, Tri-State Steuben County Airport, Kendallville Municipal Airport, Portland Municipal Airport, and Lakefield Airport near Celina.

The Chapter earns \$5.00 in EAA credit for every Young Eagle flown. That makes our Young Eagle Credits approximately \$1,705. This is enough to send one youth to Air Academy, and purchase some Young Eagle supplies.

A big THANK YOU to all who helped fly kids and work as ground crew. We appreciate you so much.

David and Laramie Resler
Young Eagle Coordinators

Young Eagles at Dekalb County, 2025.



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